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HONGKONG, FRIDAY, SEPTEMBER 9TB, 1910.

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TIME TABLE.

WEEK DAYS.

	7.00 a.m.			
	7.00 8.03	10.00 a.m.	FWAVE	10 minutes,
	7.30 a.m. to	TO'OO B'TH'		TO CHITTICAGO
•	10.00 s.m. to	11.00 s.m.	Every	15 minutes.
	11,30 a.m. t	12.45 p.m.	Every	15 minutes.
•	12 45 p.m. t		Every	10 minutes.
	1.15 p.m. t		Every	15 minutes.
	1.45 p.m. t		Every	10 minutes.
	2.15 p.m. t	- ^^		15 minutes.
	3.30 p.m. t			15 minutes.
	5.00 p.m. t			10 minutes

NIGHT CARS. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every hour, SATURDAYS.

Extra Cars at 3.15 p.m. 11.30 p.m: and 11.45 p.m. Day 8.00 a.m. to 9.00 a.m. ... Every 15 minutes. 9.00 a.m. to 9.30 a.m. ... Every 30 minutes. 9.30 a.m. to 10.30 a.m. ... Every 15 minutes. 10.30 a.m. to 11.00 a.m. ... Every 10 minutes. 11.45 a.m. to 12.00 Noon... Every 15 minutes. 12.00 Noon to 1.00 p.m. ... Every 10 minutes, 1.00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 p.m. to 8.00 p.m. ... Every 10 minutes,

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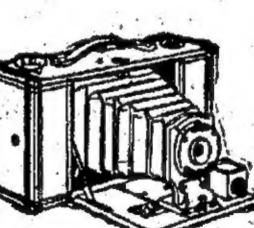
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NOTICE TO CORRESPONDENTS. solumn should be addressed to THE EDITOE. Correspondents must forward their names and ad tresses with communications addressed to the Governor-in-Council, but in Indo-China the Editor, not for publication but as evidence of elective principle is recognised. It is urged

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HONGKONG, SEPTEMBER 9TH, 1910.

A rew days ago we made some comments in this column on an interesting situation which had developed in Haiphong regard- brought into existence to deal. with the ing Chinese official representation in Indo-China. The French have always resisted by the residents of the various areas of the demand of China to be officially re- streets, might be constituted, with the presented in that territory, but have dispensary committees and Tung Wah granted a measure of representation to the Hospital committee, the electorate to vote Chinese on the Municipal Council of for representatives to the two bodies men-Haiphong in much the same way as their tioned. In this way the Chinese community interests are looked after in Hongkong by would have a more direct voice in adminis-Chinese members on both the Sanitary Board and the Legislative Council. Not sat- if they did not change the present personnel isfied with that, a personage calling himself the "Official Representative of the Delegate for Foreign Affairs in Yunnan" has government. claimed to officially represent China in French territory, and, as stated before, the in the Colony have been reported to the police. matter has been referred to Peking: Since the subject was mentioned by us, we have heard it urged that it would be advisable and beneficial were the Chinese Government to have a recognised ugent in Hongkong. as Harbin. The problems which frequently arise in the commercial sphere would thereby be rendered more easy of solution, and it is contended that better and more intimate relations between the respective Govern- of the China Sea, advancing westward. ments would be fostered. The ideal is without doubt a laudable one, but exfor hope that such a scheme could ever figure it was bought in.

recommend itself to the Government of the Colony. An accredited agent of the Chinese Government, or of the Kwangtung Provincial Government, would, to all intents and purposes, be a glorified Chinese Consul, so that the latest proposal is practically the old one under a new guise. It is not supposed to aim at consular representation but merely to establish facilities for consultation between accredited agents of the respective Governments. Whatever th name, the principle would be the same. suggest that such a representative should. be consulted by the Registrar-General and by the Hongkong Government in any course of action affecting Chinese is almost certain to provoke an unequivocal negative from the Hongkong Government. Were such a procedure followed the authority of the Hongkong Government would h weakened, and the creation of another authority within the Colonial Jurisdiction could only lead to constant irritation menacing to the peace of the Colony. The s.s. Enepress of India brought down The Registrar-General stands in the position of Protector of Chinese, and it is an eloquent tribute to the office and to its holder that the local Chinese have so clearly demonstrated their confidence in the use of the troops leaving here next month the Department. Were an accredited in the s.s. Rohilla for Home. Any such literaagent of the Chinese Government permitted here, his influence and protection, would be asked when the control of the Colonial Government was likely to prove irksome to individuals, and instead of improving a state of affairs which is, perhaps, not altogether free from complaint, confusion would be rendered worse confounded. Such a representative would become a refuge for those persons who at present find it more convenient to quit the Colony, and authority being divided and therefore weakened Hongkong would suffer in every way. Unpalatable though it may be to the Chinese Government, it has to be realised that no scheme for its representation in Hongkong FINEST | can be countenanced. The Chinese Government will aways have its unrecognised agents. in the in Hongkong, but that is a matter which does not concern us. However, with the ready communication between the Provincial Government and the Colonial Government, there should, without recourse to an arrangement which in addition to its unattractive aspect from the British point of view would add to the number of domiciliary problems, be little difficulty in settling any questions that may arise. ... The incident in Indo-China also calls

attention to an a cognate subject. That is the participation of local Chinese in the government. In Hongkong the Chinese ONLY communications relating to the news members of the Sanitary. Board and the Legislative Council are nominated by the All letters for publication should be written on that the same principle should be applied to Hongkong, the Governor-in-Council having A res already appeared in other papers will be the right of approval. No objection is taken to the present members of the Sanitary Board or the Legislative Council. They publication. After that how the supply is are regarded as representative men of the Chinese community, but if they had behind them the expressed opinion of an electorate their opinions would possess, more weight and their utterances would have a greater LONDON OFFICE: 131, FLEET STREET, EC. value. It is a subject that has been discussed before in Hongkong, and the difficulties are recognised. So far the chief obstacle seems to be the electorate. Should it be property owners, shopkeepers and fokis, or should it be recognised heads of firms. It seems to us that a broad and at the same time satisfactory basis for the suffrage is provided by the street committees dumping evil. These committees, elected trative affairs which concern them, and even of their representation they would benefitby the greater interest manifested in local

Several cases of kidnapping of Chinese boys

It is reported that the Russian troops at Vladivostok, which are now carrying on a series of flying experiments by aeroplanes, propose to undertake an aerial voyage as far

made to recover the bodies, but this has so far A typhoon warning received at the American Consulate-General, Hongkong, from the Manila Observatory at 1200 pm. yesterday reported a depression in the northern part

The leasehold property known as "Glenthorne," Kimberley Road, Kowloon, was yesterperience suggests that the difference be- day offered for sale by auction by Mr. G. P. tween the ideal and the actual would be too Lammert at the sale room in Duddell Street. pronounced to afford the slightest reason The bidding went up to \$18,500, at which

Mr. Leland Harrison, the second secretary of the American Legation at Peking, has been transferred to the American Embassy at London, and will leave shortly for his new post.

Sir Joseph Fayrer reports to the police that while he was bathing at Little Salwan Bay on Wednesday afternoon he lost from his finger a gold-finger ring set with a supphire and other stones worth £15 15s.

Long service medals will be presented by His Excellency Sir Henry May to Captain Nicholson, Sergt.-Major Grey and Sergt.-Major Logan at a smoking concert to be held at the Volunteers Headquarters on October 1st

On account of the difficulty of finding a competent successor for Lord Li Ching-lang, the Chinese Minister to the Court of St. James, the Waiwupn has asked the throne to have Lord Li Chang-fung continued in his present position for the time being.

The s.s. Nubia arrived here yesterday with the crew of the wepcked cruiser Bedford on board. They will proceed Home with this steamer which leaves Hongkong to morrow. Captain Fitzherhert, several of the officers, 110 men and five Chinese.

A large number of books, periodicals, magazines and illustrated papers are required for ture will be gratefully received by the Acting Captain (Rev. A. B. Thornhill) either at St. John's Cathedral, or at the Park Hotel.

The Chinese at Shanghai have discovered still another way of evading Blunicipal taxation, a house owner being convicted of having let house as a godown for several months, although formation. the house bore a "To Let" sign. He was yesterday ordered by the Mixed Court Magistrate to pay the arrears of taxes, as well as the taxes to the end of the present year.

The Provincial Government of Szechuen has, says a Shanghai contemporary, decided to improve the route between Szechuen and Tibet. They propose to open a new road from Chamdo to Lhises, a distance of 2,600 &. T road will have a width of 15 Chinese feat, which will be sufficient for two ox-wagons. The route will be used for commercial and military purposes. The funds will be drawn from the Government Treasury.

Boxing is a sport liable to be misunderstood in Japan. We extract the following paragraph from the Japan Gasette :- A series of boxing matches were held on Honmoura Road on the afternoon of the 25th August between blue. jackets from the U.S.S. Charleston and Rambow in port. These were mistaken by Japanese passers by for a fracas. The matter having been reported to the Kagacho Police Station, some ten policemen were sont to the scene. As the result of examination the alleged fraces turned out to be a boxing tournament, but the assemblage of bluejackets was dispersed by the police according to thoroughfare regulations."

COMEDY IN HONGKONG.

The Warwick Major Comedy Company followed their opening success with another triumph last night in the production of that most mirth-provoking play " Are you a Mason?" The two married men who "explained" to their wives many absences by the fact that they had been attending the Freemasons' lodge meeting provide most of the fun. Mr. Robert Stephenson, as Amos Bloodgood, had all the briskness necessary for the breezy father-in-law, and Mr. G. F. Story did well as the son-in-law, while Miss Minnie Rayner essayed the part of Mrs. Caroline Bloodgood very satisfactorily indeed. Miss Maude Stewart Drewry and Miss Nina Osborne filled their respective parts with grace and charm, the latter showing the possession of exceptional vocal gifts. Mr. Kenneth Brampton as George Fisher masqueraded with success as a young girl, creating no end of fun, and Mr. Jess Sweet was very happy in the rôle of the Yorkshireman, while Mr. Reginald Rivington had a fine theatrical get-up as Hamilton Travers. Mr. Ronald Garland ably filled the part of Ernest Merrison, Miss Sweetie Dale was very funny as the cook Lottie, and Misses Maud Gould and G. Coleman were equal to the demands made upon them in minor roles. Miss Georgie Corlass did not have a place in the cast, but she contributed several musical numbers and was received with the cordiality usually extended to her. The farce, on the whole, was admirably presented and thoroughly amused the audience.

THE WRECK OF THE "BEDFORD.

REFLOATING CONSIDERED IMPOSSIBLE.

The latest news from Japan regarding the wreck of H. M. S. Bedford is that the ship has listed five degrees to starboard. At high tide her upper deck is submerged. Huge rocks are penetrating into the engine-room, and in cohsequence there is no fear of the cruiser heeling | the over. Great difficulty will, however, be ex. perienced in re-floating the cruiser. The bodies of those who were drowned in the engine-room have not been recovered. Attempts have been

been impossible owing to the high seas and the consequent motion of the cruiser. Another report says that the guns and other articles taken off the Bedford have been transferred to the Japanese warship Idzumi. The work of re-floating the cruises in now considered

almost impossible. Only one man; an engine-room artificer, escaped from the flooded stokehold. He was carried to the top of the compartment by the water and managed to grasp a grating, afterwards scrambling to a hatchway and safety. chief stoker, were married.

FELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

REUTER'S SERVICE TO THE DATLY PRESS."

THE U.S. CUSTOMS INCIDENT.

OBJECTIONABLE REGULATION WITH DRAWN.

LONDON, September 8th. An official reply from Washington states that a new consular circular, or rather a modification of the old one, is in preparation in deference to the protests of the British textile exporters, who complain of the possibility American manufacturers appropriating trade secrets.

THE ALLEGED SPY.

LONDON, September 8th. The name of the German subaltern arrested while sketching the fortifications at Portsmouth is Helm.

He has been remanded to Winchester Guol.

He denies being a spy, and says he & Hett). was sketching only for his own in

DEATH OF HOLMAN-HUNT.

London, September 8th. The death is announced of Mr. William Holman-Hunt, O.M., D.C.L., the well-known painter, and one of the three founders of the Pre-Raphaelite that I have ever heard of.

BRITISH TRADE RETURNS. . LARGE INCREASES.

London, September 8th. The increase in imports in August (as compared with the returns for August last year?) amounts. £3,619,413, and in the exports to £6,524,183.

The latter is represented principally by ships, iron, atcol and cotton wool.

THE ST. LEGER.

LONDON, September 7th. The St. Leger was run to-day at Doncaster with the following result

Swynford Bronzino Lemberg

The betting was 9 to 4 against Swynford, 20 to 1 against Bronzino, and 5 to 4 on Lemberg.

> THE INTERNATIONAL ARBITRATION.

THE NEWFOUNDLAND FISHERIES

DISPUTE.

London, September 7th. The President of the Arbitration Tribunal sitting at The Hague to settle the Newfoundland Fisheries Dispute between the United States and Great Britain has delivered his award on the seven points submitted to the judgment of the Tribunal. Two of the most important are decided in favour of Great Britain, who thus obtains the power to make laws for regulating the fisheries without sub-

PERSIAN REFORMS.

mitting them to the approval of the

United States.

LONDON, September 7th.

From Teheran it is reported that Meiliss had decided almost unanimously to employ American financial advisers instead of French as previously agreed.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. Palawan is expected to arrive at Colombo on the 14th inst., The Silk ex per C.P.R. Co.'s str. Empress of

Japan, which left here on the 6th ult., arrived in New York on the 4th instant. The P.M. str. Siberia, which left here on the Two of the victims, an artificer-engineer and a 6th ult., arrived at San Francisco on the 4th

SUPREME COURT.

Thursday, September 8th.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT (CHIEF JUSTICE).

A DEAF AND DUMB DEFENDANT. The action was continued between S. A. Marican, proprietor of the Dragon Cycle Co., and Chu Pak Ngok, in which the plaintiff sought to recover \$7,971.85, part of which was due for goods sold and delivered; \$500 of which was the purchase price of a horse sold to defendant in July, 1908; and the remainder for interest at the rate of eight per cent. per annum.

Defendant, in his counterclaim, asked that an death account be taken of all dealings and transactions between the plaintiff and defendant, and the amounts charged the defendant by the plaintiff in such dealings and transactions; and of all monies paid by defendant to plaintiff and had and received by plaintiff on behalf of the defendant; and that the plaintiff be ordered to pay to the defendant such sum of money, if any, as shall be found to be due to the defendant. Defendant also asked for return of a "Richard Brosier" motor car; damages for the conversion of same; further or other relief; and costs.

Mr. M. W. Slade, K.C., instructed by Mr C. E. H. Beavis (of Messrs. Wilkinson Grist), appeared for the plaintiff, and defendant was represented by Mr. C. E. Alabaster, instructed by Mr. Hinds (of Messrs, Brutton

Mr. Alabaster, in opening the defence, referred to the Daimler motor car ordered by defendant and seized by Merican. Plaintiff had told the Court that Mr. Know was travelling in Europe, and even if the defendant had tendered \$2,000, plaintiff could not possibly, without committing another trespass, have returned the car. The car now belonged to Mr. Knox.

Mr. Slade - Your case is that it does not. Mr. Alabaster-The car is ours. You too it from us and sold it to Mr. Knox. It is the most extraordinary piece of high-handed action

Mr. Slade-Your action was low-handed because you did not pay.

Mr. Alabaster-We are not going to pay you, We are entitled to the return of our car whether we pay \$2,000 or not. There can be no defence to our claim for that car. We are entitled to have it now, and they won't give it to us.

Mr. Blade-You never asked for it. Mr. Alabaster-We have demanded it in ou counterclaim, and they ought to have sent it at once. We are entitled to very heavy damages prove that these contracts were made. for the conversion of that car. No question of

a lien can come in whatever. His Lordship-The damages wouldn't be

anything. Mr. Alabaster-Why not?

His Lordship-Because it was seized for rent Mr. Alabaster-It didn't justify a total stranger paying off a distress of a very small amount and keeping the whole of the property distrained to the value of \$7,000.

His Lordship-What would have been the position of affairs supposing the plaintiff had not seized the car? It would have been seized by the landlord for rent, put up to auction for what

it would fetch, and the balance-Mr. Alabaster-The balance, after paying \$21 odd, would have been returned to the Europe on the N.D.L. Goeben was Mr. O. defendant.

position of affairs.

Mr. Alabaster-Marican had a claim against us for \$2,000, but that does not justify him soizing some of our property and satisfying the claim out of it;

His Lordship-I confess I don't see that your damage is very much. Mr. Alabaster-He seized our car for a debt place, might have paid off for us, and we would

have kept the car. Merican committed a trespass

in taking the car, for he had no instructions to go and see the condition of that car. His Lordship-On the other hand, he was in the position of having guaranteed \$2,000 on the car. I cannot help thinking that a jury would find that he was quite justified in protecting himself. He guaranteed the defendant's promissory note for \$2,000 in favour of the car and

Mr. Alabaster-So he bagged it. His Lordship-It was left a month without being looked after. He took it to relieve himself of the liability which he had incurred by guar-

he found the car going to wrack and ruin.

anteeing the owner of the cor. Mr. Alabaster-He levies his own execution without obtaining judgment.

His Lordship-I still think your damages for conversion would not be more than a farthing. Mr. Alabaster - A document has just been put into my hands which if I had had before should like to have put to Marican.

His Lordship-I'm afraid I cannot allow that If you want it in make a definite application afterwards.

the facts. In law I am entitled to damages. His Lordship-The damages would

given for such a trespass everybody would know that without the expense of going to law they could levy their own execution.

His Lordship-That is another matter. That I am puzzled about.

Mr. Alabaster said the plaintiff ought to have gone to law and got judgment, and got the car under an execution. Instead of that he committed a tortuous act. He levied his own execution, seized the car, and the defendant was entitl-

led to damages. It was suggested that having got

the car plaintiff had a lien on it, but there could be no lien for a great number of reasons. It was absolutely settled law that there could be no lien where the property had not been taken lawfully. He had pleaded that defendant was an expectant, not necessarily an heir-at-law, but

an expectant. His Lordship-His father is dead, and according to Chinese law, unless you prove the contrary, he was in fact the owner of his share.

Mr. Alabaster-Not during his mother's life. Plaintiff said he was the son of a rich father, and that he attempted to get payment out of the mother.

His Lordship - Why do you harp on expecta-

Mr. Alabaster-Because that is a word used in a great many cases. This man has general expectations on his mother's

His Lordship-Unless you show mo to the contrary, this man came into the rights to his property after his father's death.

Mr. Alabaster-That does not prevent other members of his family being extremely rich, and it does not prevent him from having ex. pectations from them. The man is deaf and dumb, and practically illiterate. Such people come within the same principles of equity as expectant heirs in the correct sense of the word,

His Lordship-If a man who is the owner of property chooses to make bargains you may call reckless, why is he to be prevented by principles of equity?

Mr. Alabaster referred his Lordship to a number of cases in support of his contention. His Lordship. The only possible way you can bring those cases in is by contending that he did not understand what he was doing.

Mr. Alabaster-I have proved that I am one of the classes who require to have my contract reviewed. I have proved that my client was denf and dumb from birth, and I have also proved that being a young man only recently come of age he has suddenly, in the space of one year, developed an enormously extraordinary passion for motor cars. He bought a car in 1907 and paid for it, and in 1908 he bought four. The fact that the man is deaf and dumb entitled him to protection, and entitles him to

have his transactions reviewed by the Court. His Lordship-I want you to deal with the ovidence of his intelligence.

Mr. Alabaster-I am not pleading insanity, my Lord, but he did not and could not have understood all these transactions.

His Lordship—It seems to me the evidence is protty strong that he did naderstand. That is the point you have to deal with.

Mr. Alabaster-I submit that he did not and could not. In the first place, plaintiff has called neither of the interpreters, and it is for him to

His Lordship -The evidence of Mr. Smith and Mr. Dennys seems to be fairly strong on

that point. Mr. Alabaster said it had not been proved in the best way such a thing could have been proved, by calling somebody who understood his janguage, although it was admitted that there were two persons in existence who did. That was the only way the assent of a deaf and dumb

man could be properly proved. The hearing was again adjourned.

RETIREMENT OF A SHANGHAI MERCHANT.

Among the passengers who left Shanghai for. Meuser, one of the oldest German residents in His Lordship-Of which he would then have China who is returning to Germany to settle been liable to pay \$2,000 to Musso. That is the down with his family after a long and active association with Shanghai. Mr. Meuser, the N.-O. Daily News says, first came to China in 1873 to join the firm of Hesse & Co., of Canton. After a fow years in South China he came North, to enter the firm of Adamson, Bell & Co., in whose service be rose to a leading position. He retired in the late 'nineties, when the firm was incorporated with Dodwell & Co., and became a which anybody, before the actual distress took partner in the well-known firm of Rohde & Co. He identified himself in many ways with the social, sporting and administrative aspects of Settlement life. In his younger days Mr. Meuser was an enthusiastic rowing man. He rowed in numerous German fours, and on several occasions was a member of a winning crew in the regattas.

Among the German community he will long be remembered, both for his interest in the German school -an interest which never flagged from its foundation in April, 1895, until the present day-and for his long connection with the Municipal Council, upon which he sat as German member first in the 'nineties, and uninterruptedly since 1901. He was Vice-Chairman during several terms of office, but it was chiefly as a member of the Public Works Committee that his services were most valuable. Mr. Meuser's principal recreation was a long walk daily, and he turned his walks to account by visiting the sites of public works and improvement, so that he was always able to give advice from his own personal knowledge when occasion arose. His departure will leave a gap in the community which it will be hard to fill, though none will grudge him his well-earned rest. Numerous friends, including members of the Council and of the Council's staff, were present on the jetty to bid him farewell.

TIPPING AN M.P.

An amusing incident occurred in the Lobby Mr. Alabaster-Your Lordship is looking at at Westminster last month. A well-known Scottish Liberal member saw a small company of Japanese visitors in the central hall. They appeared to be very forlorn. No member looked their way, and they had no ticket. "Can I," Mr. Alabaster-If nominal damages were he said, "be of any assistance to you?" He was assured that he could. They ardently desired to see their allies at work in Parliament and to see where they smoked and gossiped. The member at once took them in charge, and for a good hour the company had the best of times. Then they all returned to the central hall. Nothing remained but to say good-by. There was a shaking of hands and much fraternal expressions, for the friendly guide is a creat man in the promotion of international good will. Finally or of the visitors approached him and gave expression once again to the sense of their indebtedness. He did more. As he shook hands he left a florin in the good man's palm!

JOHN GRANT AGAIN.

CHARGED WITH PALSE PRETENCE

John Grant, formerly a surveyor in the Public. Works Department, made his third appearance at the Magistracy yesterday, when he was. charged with obtaining one dollar from each of four persons by false protences. Mr J. H. Gardiner appeared for the defence.

Mr Gardiner said the identification had taken place and the defendant was now before the

police ready to go on?

Mr Gardiner-A week's remand would be convenient to all parties.

His Worship-What is the case?

Inspector P. O'Sullivan said the defendant went round the village of Au Pui Ling and domanded a dollar from four people - three men and a woman-and told them they would have to get the numbers on their houses repainted. He gave each of them a chit on which was written the number of the house and told them he would send a coolie to have the painting done in two or three days' time. They each paid him a dollar and be left.

P. S. Appleton said he had about twenty other cases from Tsam Tsui Po district.

Inspector O'Sullivan added that the police had been making inquiries in other places, and it appeared that defendant had been round elsewhere.

His Worship, having explained the charge to defendant, asked him if he were guilty or not guilty.

Defendant answered, not guilty.

His Worship said the case would be remanded until Thursday next.

Mr. Gardiner asked for bail.

His Worship asked what the police had to

Inspector O'Sullivan said that they did not know the extent of the other charges. About twenty other people had complained that morn.

His Worship fixed bail at \$1,000.

Mr. Gardiner-I want to have the false prefences clearly stated.

His Worship - It shall be, before the case is

Mr. Gardiner-But I must know in time before the week is up.

His Worship-I think I have already clearly stated the false pretences.

Inspector O'Sullivan said that the witnesses did not all say exactly that the defendant said "he was sent." They say he told them they would have to have their numbers repainted.

They did not all say that he said he was sent. Mr. Gardiner-That is not false pretence. His Worship-The Inspector will put the

charge in writing and supply you with it. Mr. Gardiner-The bail is exceptionally high. His Worship-I cannot help that.

Defendant was then remanded. ROYAL HONGKONG GOLF CLUB.

The Captain's Cup was played for at the Happy Valley from the 3rd to the 5th inst. with the following results:-

	Gross.	Handicap.	Net.
* G. M. Dalgety	93	12	81
H. Pinckney		10	84
A. W. W. Walkinshav		soratch	85
J. Clark		1	85
R. P. Walker		14	87
Major Caulfield		.5	90
Sir J. Fayrer, Bart,	. 111	18	93
PC	OOL.	· ·	•
+ J. Clark	. 80	1	79
A. C. E. Elborough		13	81
A. W. W. Walkinshar	v 85	seratch	85
R. P. Walker	101	14	87
Sir J. Fayrer, Bart,	111	18	93.
Major Caulfield	. 95	5.	90
* Winner	of Cu	p.	3
† Winner	of Po	ol,	

A FIRE AT HANKOW

AN INCIPIENT RIOT.

The fire which destroyed the tea factory Molchanoff, Pechnatoff & Co., Hankow, on the 30th ult., is described by a Hankow-contemporary as the largest conflagration which has ever occurred in the British concession there. The British Municipalbuildings were badly threatened. The Hankow her time. With adequate docks and harbours Daily News says: - The inmates of the Municipal Building removed the Council archives and valuables as well as the arms and ammunition stored there to the Victoria Hall, and in this work a company of sailors from S.M.S. Iltis assisted sp' adidly. By eleven p.m. the factory and godon as well as the godown at the back of the Municipal Building were completely gutted, but the adjoining buildings were saved thanks largely to the fact that no strong wind was blowing but the work of salving was carried on far into the night. This fire another instance of the inadequacy of the Municipal fire-fighting appliances and the water supply, for had water been forthcoming promptly we have no doubt but that the fire could have been got under without great damage. The police brigade, as we have said, were on the spot with commendable promptitude, but were badly handicapped by the prevailing conditions.

During the course of the conflagration a huge -concourse of Chinese assembled, and at one looked as though an attempt at looting would be made. In fact a few stones were flung at the German sailors and marines from H.M.S. Britomart, one sailor being slightly damaged, and in consequence the volunteers received an intimation that their services might be required. However, the police, backed by a torce of native soldiery, maintained order, the latter on one occasion charging the mob and forcing them to the confines of the hack streets.

The insurance involved by the fire amounted to Tls. 348,000, distributed as follows:-Rossia, Tls. 3,000; Royal, Tls. 91,000; Hongkong Fire, Tls. 34,000; Phoenix, Tls. 15,000;

Norwich, Tis. 15,000; and Alliance, Tis. 190,000.

THE "SPIRIT OF REVOLUTION" IN CHINA.

GHOWING MILITARISM. Router's Agency has received particulars of an interesting journey of twelve months' duration which has lately been made in China by Dr. William Edgar Geil, the well-known American traveller, who has already crossed China five times. This last expedition, which was commenced last summer, had for its object a visit to the capitals of all the Chinese provinces, Dr. Geil being anxious to study the new conditions in the various centres of pelitical in fluence and to complete his investigation and collections of Chinese literature.

Dr. Geil says, in referring to his journey His Worship (Mr J. R. Wood)-Are the "One of the things that remain uppermost in my mind is the general spirit of revolution which I met with. By this I do not mean an anti-dynastic or anti-foreign feeling so much as what I would call an "anti baby" movement. Particularly among the scholars and thinking men the opinion prevail that China is passing through a critical period of her history, and there is a feeling of resent ment that a baby should be on the Throne such a juncture. I did not find a display of antagonism to the Regent, but these Chinese thinkers hold that China can never be properly modernised under an infant ruler. They referred to the fact that all China's troubles in modern times have occurred during the reign of the last three Emperors, all of whom were children. Elsewhere I found an anti-dynastic movement

"Yet I saw no rea on for revolution in China Quite the contrary; it seems to me that the Government is doing all that is possible. Even to me, who knows China well; the changes are nothing short of marvellous.

"I have attended sittings of various Provincial Parliaments, I have visited schools and other modern institutions all through-Chins, and am surprised at the reality of the desire to bring China up to date, In Kwangsi, the great copper centre-China, I found a large school being erected and a widesprend desire on the part of the young men to take the full modern curriculum. There I found the youngest Governor of China himself attending classes on international law His private secretary is a graduate of Cambridge; and two of his secretaries wear pigtails. Only those who know China can realise what this mesns. At Kweilin I found in process of construction a large model up-todate prison. In the remote province of Kwei Chau I found that the prefect was erecting great block of almshouses capable of accommodating hundreds of persons, and he had established a school for the study of silkworms."

MILITARY TRAINING. Referring to the spread of militarism in China Dr. Geil says.: "Throughout China the constant military preparations have been a source of wonder to me. Wherever I went I saw evidence of a general plan for the preparation of an enormous

army. Not only in the provincial capitals, but in the smaller towns, drilling is in constant Dr. Geil was in Chengtu-the base of operations against Tibet-at the beginning of the

"There was great military activity, and I wastold by the authorities there that 20,000 Chinese -troops had been moved into Tibet. Anyhow, Tibet was the chief topic of conversation. did not come in my way actually to see what the troops were doing, but it is a significant fact that there were fewer troops in Chengtu than in any other centre I visited. This would seem to confirm what I was told of the troops having been out towards Tibet."

GREAT SHIPBUILDER RETIRING.

MR. ALEXANDER CARLISLE OF BELFAST. Mr. Alexander Mentgomery Carlisle, the general manager and chairman of the managing directors of Messrs. Harland & Woff, position owing to a nervous breakdown.

All his working life he has been connected with the great firm from which he now retires. He joined as a pupil apprentice in 1870, under the late Sir E. J. Harland, the founder of the business, and passed stendily upwards through all the stages of employment to the highest. But he has worked too hard and with too few holidays, and Nature has now reminded him her claims. Happily, as he is only fifty-six, he may hope for a long autumn of life in which to enjoy his belated holiday.

Harland & Wolff's has been described by qualified experts as the most complete shipbuilding yard in the world; and it has achieved success in spite of the fact that all its steel and iron and coal-of which commodities its con sumption is enormous-has had to be imported.

TWO LARGEST LINERS. Before surrendering his position Mr. Carlisle completed the arrangements for the launch, few months hence, of the two greatest vessels the oceans have known—the White Star liners Tita. nic and Olympic, each with a tonnage of 46,000 They are much bigger than the Lucitania (32,000 tons), but have not her greyhound speed, having been deliberately designed for a rate of 21 or 22 knots. Comfort, steadiness, and accommodation, rather than speed, were the ends aimed at in their construction.

Mr. Carlisle is a great believer in the big Like Lord Pirrie, his distinguished chief, he thinks that the only fault of the famous Great-Kastern was that she was before for their housing, he thinks that the ship of heavy tonnage is the ship of the future.

Mr. Carlisle has seen a remarkable growth in the size of Atlantic liners during his long career. The first Oceanic he helped to build for the White Star Company had a tennage of 3,000; the second Oceanic was 17,000 tons; the Adriatic, the America, and the Rotterdam (built for different lines) climbed to 25,000 tons; the Lucitania and Mauretania cradled in other yards crept in with 32,000; Harland & Wolff's have now replied with a Titanic Olympic and an Olympic Titanic, each of 46,000 tons. Where the competition in size will end nobody can presume to say. READ ONLY ONE BOOK.

Mr. Carlisle has always combined industry with a vivid Bohemianism. He does not golf. he does not shoot, he does not fish, and he has been heard to declare that he only read one book through in his life; but music, and the theatre, and the talk of artistic clubs have always been the salt of life to him. He was made a Privy Councillor in 190

He is not in the least inclined to claim virtues he does not possess, and it is well known that he finds little fault with an address presented to him by an Irish friend in which he was described as "Right honourable, right worshipful, trusty, and well-beloved counsellor, orator, statesman, shipbuilder; patron of many livings [he had 12,000 men under him], monarch smoug higher critics; purveyor of good deeds and good wine.

Harland & Wolff's have built many great liners, but no great warships. "The man who makes a watch cannot make a turret clock? the motto of the firm- otherwise, every man to his own trade. So far as the Royal Navy concerned they have contented themselves with building gunboats and constructing the much inery for certain great ships of war.

HARBOUR IMPROVEMENT WORKS IN JAPAN.

harbours of Yokohama and Kobe, which to- ing work in the vicinity of two other moles in these harbours on modern lines is, however, comparatively recent. ..

YOKOHAMA HARBOUR.

The first improvement works at Yokohama were started in 1889, and by the year 1896 the harbour was enclosed by two breakwaters, one in front of the harbour running south-east for a distance of about 5,400ft,, and the other extending north-east to a longth of over 6,700ft. leaving a harbour entrance of 800ft, in width a depth of water in the entrance 33ft, below low water of spring tide. A training wall over 6,000ft. in length was also built, the result being to provide safe anchorage over the large water area of 1.270 acres. In connection with this early scheme an iron pier 1.906ft. long and 63ft. wide was built, and provision made for the simultaneous mooring of six steamers of 26st. draught, These works, however, soon became inadequate to meet the needs of expanding trade, and reclamation scheme and additional dredging operations were undertaken, as well as the provision of additional warehouses and sheds and new railway communications with the main lines: of railway in the Empire. The latter works are expected to be finished in 1913, at a total cost of £1.500,000, and the dredging operations should be completed in the following year. The harbour authorities are, however, still shead, and the reconstruction of the pier, the construction of special quays for coasting vessels the extension of the dockyards, and the construction of a canal between Tokyo and Yokohama will no doubt be proceeded with sooner

As to the improvement scheme now in hand, it was recognized that in water area Yokohama does not fall behind leading harbours in the East, but in view of the increasing size and draught of ships it was decided to dradge twothirds of the harbour to a depth of from 20ft. to 35ft, below low water of ordinary spring tide. which would have the effect of enabling 41 vessels up to 20,000 tons to anchor at the same time. That work has made steady progress and the depth referred to has already been scoured over an area of 480 acres. The main dradging plant consists of ordinary bucket and Priestman grab dredgers, but for dealing with the rock formation in certain parts of harbour two Lobnitz rock cutters are being employed. The total area of the reclamation, which is a part of the scheme, will be 56 acres of foreshore, and this work will, it is expected, be finished some time next month. The reclaimed land is to be utilized for the construction of quay walls and lauding stages, mainly to meet the needs of ocean-going steamers. Fourteen new sheds are to be erected, and 11 of these will be of steel construction with a total area of 353,800 square feet. foundations for the sheds are being formed by the driving of pine piles into the hard bed of the sea, and he frames are being tied in such a manner as to give security against earthquakes

Special attention is being paid to the arrangements for facilitating the handling of goods to secure prompt loading and despatch. additional warehouse accommodation will consist of four three-storeyed iron-frame brick buildings covering an area of 333,389 sq. ft. with a span of 72ft, each, and here again special features have been imported into the design to make the buildings proof against earthqueless and Gree Along the quay walls are to be distributed 30 may easily pass under them. Every travelling readily adjusted. The rail gauge for the shipbuilders, of Belfast, has retired from his travelling cranes is 13ft. 6in., and the total length of the line is over one mile. In addition there are at present under construction one 50-ton and one 20-ton stationary cranes for the handling of heavy goods. Thirty-two electrical capstais are also included in the equipment.

The power station plant consists of four sets of Dick Kerr dynamos and four sets of compound condensing engines supplied by Messre. Bellis & Morcom, leaving space for two additional engines and dynamos. Each engine has a capacity of 250-b.h.p. at normal load. The boilers, six in number, and of the water-tube type, have been supplied by Messrs. Babcock Wilcox. Additional railways are to be laid, a man steamer Elsa, of Fleusburg, arrived cars. All the lines are to be connected with she had been in collision off Tarifa, the Yokohama Station, and thus will be the The captain of the Elea reported that he was the construction are of Japanese manufacture.

Kobe, formerly a small fishing village, has developed rapidly and its future is regarded as very hopeful. The original plans for the improvement of the harbour were on a modest scale, but in view of future developments they had to be greatly modified and expanded. 1907 a sum of £1,500,000 was allocated for foreshore reclamation and quay accommodation, and the works are at present under execution. The reclamation will extend over a considerable area of frontage. Moles will be built at intervals of 480ft. and 540ft., and the total length of the quay-walls to be constructed will be 9,480ft. The bottom of the harbour has a substratum of soft mud and sand to the depth of 6ft or 7ft., but it lacks strata of uniform solidity, and in consequence serious difficulties have been experienced in building the foundations of the quay wall. It was finally decided to adopt a series of ferroconcrete caissons for the wall, the skeleton being prepared beforehand on shore, towed and deposited to the site, and then its external half filled with concrete and the other half with ballast. The depositing dock for this work is being built by the Kawasaki Dockyard, Kobe. The size of the caissons to be used for the quay walls will vary with the depth of water, but the caissons are mostly designed for the depth of 30ft. high and 22-85ft. wide. As at Yokehama, the sheds will be of two types of construction, steel and wood, and there will be 19 steel sheds to | was 70 years of age, went down standing on the | C. Humphreys meet the requirements of ocean traffic. The to, bridge. tal area of the sheds will be 602,640 square feet. Provision has been made for the installation of no fewer than 59 electric cranes, which will be Those in the latter class will range in capacity him, but the panic was increased by the extincof both the stationary and travelling types. from 12 to 5 tons, and stationary cranes of from 30 to 50 tons capacity will be provided at the head of two of the moles. Over 50 electric capstans are also to form part of the equipment.

It will be noted from these brief details that the Kobe harbour improvement scheme is an important one. The two years which have elapsed since the starting of the work have necessarily been occupied in various preparatory arrangements, and consequently no great progress with the actual works can yet be recorded.

However, one-half of the reclamation has been carried out, and the rubble mound and concrete blocks for the outside protection of the eastern extreme mole have also been completed, as well Atthough Japan possesses 35 open ports, the on a part of the superstructure and the landing bulk of her trade is carried on through the two stage at the foot of another mole. The dredggether deal with about 80 per cent, of the total also nearly finished. The temporary piers forforeign trade of Japan. The development of the construction of ferro-concrete calesons, which form an important preliminary work, are under construction, and will be completed during the present year. It is expected that next year the sinking of these calesons will be effected and that by 1912 two of the moles will be ava able for use by ships .- The Times.

MEMORIALS TO KING EDWARD

SIR ERNEST CASSEL'S ANGLO-GERMAN

Berlin, August 16th. The London Morning Post of the 17th ult Mas the following communication from its Berlin correspondent in reference to Bir Ernest Cassel's gift of £200,000:--

In this evening's issue of the Berliner Tageblatt Herr Theodore Wolff, editor in-chief, makes himself responsible for the interestingstatement that it is Sir Ernest Cassel's intention to establish an Anglo German Benevolent Fund and to endow it with a sum of £200,000.

It is the donor's desire, according to the Tageblatt, at the same time to set up a worthy memorial to the late King Edward, to show his respect for the Emperor William, and to contribute practically towards the improvement of Carnival. It came as rather a surprise to see the relations existing between Great Britain and Germany. The scheme is further stated to have so far obtained approval at the Courts of the two countries that the King and Queen of England and Queen Mother and the German Emperor and Empress have already agreed to allow their names to be associated with it, and to favour it with their protection.

I am in a position, through information from an official source, to confirm the announcement that it is Sir Ernest Cassel's intention to give a large sum of money for the establishment of a Fund which shall apply in equal measure to both British and German subjects. His proposals reached the Emperor William not very long ago and were received by him with keen satisfaction. It seems, however, premature to state that his Majesty has already assumed the office of "Protector" to the Fund. Indeed. it appears more likely that the project is not yet sufficiently elaborated to justify the Monarch in taking such a step. Moreover, up to the present only the barest facts with regard to the matter have come to the cognisance of the bestinformed circles here. It is not known, for instance, whether the endowment will be of the amount stated by the Tageblait, nor whether it is to be put to the purposes indicated.

Harr Wolff seems either to have been misin-

formed or to have drawn false inferences from the communication made to him. He states that it is Sir Ernest Cassel's present intention to "centralise or consolidate" the benevolent institutions which exist for the benefit of Germans in Great Britian and those which care for British subjects resident in this country; but wher, as a very large and varied German population live in Great Britain, the British subjects who reside in Germany only number some 17,000 all told, and they are scattered about in small. colonies all over the Empire. In Berlin, for instance, there are not more than two or three thousand British subjects, including Colonials. They consist chiefly of business people, students, governesses, and nursemaids, and none of these classes forms a very promising sphere for the express of chavity. Instances of distress do of course occasionally occur and an organisation, electric travelling cranes of 12 and five tons, all the British Relief Association, exists to des reaching the height of 20ft., so that locomotives with them when they crop up, but for a monumental endowment such as that mentioned by crune has an arm of 40ft. to 45ft. radius, the Tageblatt the cases of indigence which occur and the radius of the five-ton cranes can be in the British Colony here would offer no scope. If therefore, seems probable that Sir Ernest Cassel's scheme is more comprehensive and ambitious in its grasp than Herr Wolff has been led to believe.

> SHIPPING DISASTER NEAR GIBEALTAR.

FORTY LIVES LOST.

A and tale of disaster was told when the Gersingle track running between the sheds and in at Gibralter on the 16th inst. with her front of the warehouses, while in the central starboard bow damaged and forepeak full of part of the yard numerous sidings are being water. She had on board seventy-four survivors provided to facilitate the handling of freight from the Spanish steamer. Martos, with which

direct connection with trunk lines leading to all coming from Valencia, and that when about the principal cities in Japan. With the excep- thirty-two miles to the west off Tarifa he ran tion of the special machinery for the power into a vessel, which was subsequently ascerstation, some of the cranes, and the elevators, tained to be the Martos, which had on board all the machinery and materials necessary for | eighty-eight passengers and a crew numbering

A dense fog prevniled at the time of the collision. The vessels, which were both going slow on account of the fog. came together with such force that the Martos sank, thirty-two passengers and nine of the crew being drowned. The remainder were rescued by the Elsa, and brought to Gibraltar.

The steamer Martos belonged to the Valenciana Company, and had left Cadiz for Malaga the previous evening. She had on board 92 passengers and a crew of twenty-seven, and carried a cargo of a thousand tone of grain. Thirty-two passengers and nine of the crow

were drowned in the collision. Among parsongers on the Martos were several merchants and employes of Cadiz, Malaga, and Valencia. Don Luis Pons Pla (?), residing at Six men aside. Madrid, was the only saloon passenger saved. It is reported that the Martos was steaming at three-quarters speed and blowing her-foghorn when she was struck amidships. The engineroom was at once flooded, and she foundered in three minutes. The passengers were asleep. The majority of the steerage men were engaged in the tunny fishery. There was great were indefatigable in rescuing the survivors, in which each two-lengths distance was comand succeeded in saving altogether sixty-nine pleted. men and women and a child and six of the crew. Four of the stoerage passengers were injured, and were conveyed to hospital, where they are doing well. The captain of the Martes, who W. H. Petersen

Don Luis Pla stated in an interview that he | C. J. Cooke. was alceping soundly at 2.30 when he was awakened by a great noise. He tried to infuse courage into the terrified passengers around tion of the electric light. He succeeded in reaching the deck, and leapt overboard at the instant the vessel sank.

He was twice almost sucked under by whirlpool caused by the sinking of the Martos, but, being a good swimmer, he managed to keep afloat. He heard voices shouting for help on every side. A rocket fired by the Elsa showed him a hale of cork floating close at hand, and to this he clung until he was picked up by a alaunch in an exhausted state.

THE INTERPORT SWIMMING CARNIVAL.

---THE THIRD DAY.

The N.-C. Daily News of the 5th inst. gives the following account of the third day of the Interport Swimming Carnival:-

The Interport Swimming Carnival is over

and has ended in a complete victory for Hongkong. The visitors have a champion of extraordinary promise in Logan, who though under fifteen years of age has done time that would place him in the front ranks of amateur swimmers at home. Logan is one of those born swimmers who can accomplish without effort what others cannot do after years of training and practice, and Hongkong has every reason to be proud of him. MacCabe, who is still the best swimmer that Sha ghai can put into the water, is -a game competitor, but we must be prepared to find that he cannot repeat the performance of his earlier years; and though Shanghai possesses many other swimmers of more than average accomplishments, it seems obvious that we must look to the younger members of the community if Shanghai is ever to get the better of Hongkong in what we hope will be an annual ir terport contest. To old and young alike, however, one word of warning may fitly be addressed. It should be regarded as an honour to be selected to compete in Interport events, and rather than jeopardize their chances those upon whom this honour is conferred would be well advised to keep themselves fresh for the principal events during the Interport bobbing for corks, one length handicaps, and other similar feats which are calculated to rob those who compete of some of their strength and speed in the Interport fixtures.

The final events of the Interport Swimming Carnival were decided at the Municipal Public Bath on Saturday afternoon. Interest in the Carnival had by no means abated, as was evidenced by the large attendance throughout the afternoon. Both sides of the bath were througed with spectators who applauded each event vigorously whether it ended favourably or unfavourably to the local swimmers. It is sad to relate that all the Interport competitions of the afternoon, with the single exception of the water polo match, ended disastrously for Shang-The Hongkong team carried away Shanghal's flag. In every event in which speed awimming was the main consideration Hongkong won the victory, mainly owing to the splendid performances of T Liogan.

1.—Ladies' Sweepstake Handicap.—Two lengths. First prize presented by the North-China Daily News, and second prize presented by H. Arnold & Co., Ltd., Lady's Gold Bracelet resented by the S. I. S. C.

The first event of the afternoon was the final in the Ladies' Sweepstake handicar. There were four starters: Messrs. Alves, Manley Martinson, and Prince. A ves. who had a start of three seconds. soon overtook Martinson (5 sec.). and in the second length it became a race between him and Prince. In a close finish Alves won. his time being 461. Alves was drawn by Miss J. Remedios in the Sweepstake, and she therefore won the gold bracelet presented by the S.I.S.C.

N. H. Alves (3 secs.) E. Prince (scratch) 2

2.—440 YARDS—INTERPORT CHAMPIONSHIP. 1st Prize Presented by H.J. Craig & Co. 2nd ., S.I.S.C.

both teams were represented by two men. Mosers, MacCabe and D. H. Cooke swam for Shanghai, and T. Logan and C. J. Cooke represented Hongkong. - The course consisted thirteen lengths and a quarter. In the first length Logan and MacCabe swam level, with the two Cookes close behind. Logan obtained a slight advantage in the second length, and incroased it in the third, leaving MacCabe and D. H. Cooke to struggle for second place. D. H. Cooke then came up to Logan, and actually overtook him in the fifth length, though Logan in the sixth lan got shead of him again. Logan had a good lead in the eighth length, while D. H. Cooke and MacCabe were again abreast. In the ninth lap MacCabe gained somewhat on Logan, and C. J. Cooke, who had been taking matters easy from the start, began to put on pace. Length ten saw the latter nearly level with MacCabe, and D. H. Cooke beaten, while Logan, who had been swimming easily up till now rapidly increased his advantage by a faster stroke. C. J. Cooke had caught MacCabe in the eleventh length, and it became evident that there was going to be a fine race for the second place. Logan led by at least a third of a lap in the twelfth length and was still drawing aboad. He won easily by nearly half a length, and after a fine finish C J. Cooke just beat MacCabe.

T. Logan ... R. W. MacCabe Time 5m. 51s. 3.-BOBBING FOR CORKS.

Competitors must not touch corks with hands. First prize presented by W. Tyler, Esq. This event caused intense amusement. There were nine competitors and the prize was carried off by E. Prince, with eight corks to his credit.

First prize presented by the Swimming Bath Club, and second prize by C. M. Bain, Esq. The competitors in the final for this event were: W. Ferris, W. Manley, R. Berthet, and W. Jones. Manley, with five seconds' start, just defeated Ferris, who had the same handi-

4.- FINAL ONE LENGTH HANDICAP.

Time 21t. 5.—Two Lengths' Team Race.—Interport.

Prizes presented by the S.I.S.C. This was one of the best events of the after-

noon. Each member of the teams had to swim two lengths before being relieved by the next man. The Shanghai team was unaltered, but Lammert replaced Clarton of Hongkong, owing to the latter having strained W. J. Lewis, as Captain of the S.I.S.C. a sinew. The teams swam in the follow- presented Mrs. Barnes with a lovely bouquet of confusion and panic on board. The Elsa's boats ing order, the time against each pair being that

> T. W. R. Wilson C. W. O. Mayne R. W. MacCabe D. H. Cooke N. H. Alves E. Prince. Total time for 12 lengths 4m 27%.

Wilson awam well, and obtained a slight lead from Lammert when he was back at the starting point. Mayne, who relieved him, maintained, if he did not slightly increase, the advantage, and Humphreys found himself unable to overtake MacCabe. Witchell went down the bath like a torpedo boat, and gained slightly on D.H. Cooke, and C J. Cooke came up with and overtook Alves before he had been his first length. Logan, consequently had a good start of Prince, and as he was not pressed at all romped home first, scoring an easy victory for the Hong-

race was at fever point. Shanghai's advantage in the first eight lengths was greated with thunderous applause, but the winner received a no less hearty ovation when he won the last racing event for Hongkong.

During the afternoon considerable amusement was caused by the drollery of Dr. Nikola, who on different occasions, was pushed into the bath fully dressed, fell from the bandstand into the water to the accompaniment of a weird scream on his trombone, and dived from the top of the building, handcuffed with manacles which evidently had some flaw in them.

Before the pole match began Mr. P. Fowler. the referee, thanked the public for the support it had extended to the Carnival, and expressed the sincere pleasure with which the Hongkong's visit had been received. Shaughai had been severely trounced fast year on its visit to Hongkong; it had again been beaten this year, but it was an honour to be defeated by such a team as that sent up from Hong-. kong. If Logan ever went home he would, on his present form, find his name near the top rung of the ladder. Finally Mr. Fowler expressed his regret at the michap to Mr. Claxton, and called for three cheers for the Hongkong team.

Mr. Blair replied on behalf of Hongkong. and after thanking those present for their kind expression of good feeling stated that the team was thoroughly representative of Hongkong. Each man before selection had to do 150 feet in 34 seconds. He suggested that in future the Shanghai team might be selected upon this

THE INTERPORT POLO MATCH

The polo match produced the excitement and din that seem inseparable from water polo, and the referce, therefore, found his task no sinecure. The terms were as follows:

Shanghai: G. Mayne, C. W. O. Mayne and E. Thacher-Forwards; R. W. MacCabe (Capt.) -Half Back; A. Tilbrook and D. H. Cooke-Backs : T. W. R. Wilson-Goal.

Hongkong: A. S. Ellis, C. J. Cooke and E. Lammert (Capt.) - Forwards; R. C. Witchell—Half Back: A. H. Carroll and A. V Barros-Backs : Forbes-Goal.

Shanghai played from the deep end at the start and hardly hid the ball been thrown in when C. W. O. Mayne netted it with a hot shot from the centre. Play was then transferred to the vicinity of the Shanghai goal for some minutes. Wilson being called upon to save some stinging shots. Lammert banged in the leather again and again, but it either just cleared the top of the goal or was saved by the home goalkeeper. D. H. Cooke played splendidly for Shanghai, and Ellis, whom he was marking, found himself outmatched at every turn. After an interval of uninteresting play in the middle of the bath, several long but ineffectual shots were directed at the Hongkong goal. Then Wilson's goal was bombarded again. Twice in quick succession he fended off hot shots from Carroll. Just before half-time Lammert scored for Hongkong from a pass by Witchell: Half-time found the score equal, each side having secured a goal.

In the second half Thacher opened the Shanghai attack with a high shot. Almost immediately afterwards Lammert was again at work in dangerous preximity to the Shanghai Laol, but D. H. Cooke, whose play was the outstanding feature of the game, cleared the ball time and again, and the second half closed with the score

It was mutually agreed to play another three minutes each way to decide the game. C. W. O. Mayne kept Forbes busy for the first three min-In the 400 . Yards Interport Championship .utes, but failed to score, and G. Mayne assisted in the attack with like results. the final three minutes C. W. O. Mayne, amidat desfening applaces, soored another goal for his elde from a penalty against Hongkong.

Thus the final whistle went when full time had been played with the score reading :-Shanghai 2 goals Hongkong... 1 goal

Reviewing the match as a whole, it can scarcely be said that the result, gratifying though it appeared to be to the majority of the spectators, was obtained without the exhibition of much foul play by the victors. Penalties were numerous, accounting for no fewer than three minutes in the first half, 23 minutes in the second and a minute in each of the extra periods. The cause of this may be traced partly to the inexperience of many of our local men, and partly to their anxiety to defeat their opponents at all costs, fired as they were by loud and constant encouragement from the spectators. Certainly it cannot be laid at the door of the referee. who in the teeth of much hostile criticism maintained a firm position and on one occasion had to administer a deserved rebuke to the clamourous element almong the crowd.

The play throughout was very fast indeed and exceedingly exciting incidents were numerous. The shooting however, of both sides was wild, and, in addition, fault might be found with the local forwards for not being quicker with the ball. On several occasions when they had got clear away from their opposing backs their inability to handle the ball smartly allowed the latter to spoil their chances of scoring,

-For the home backs no praise is too high. Time after time they "cleared," and kept their forwards well fed. The one goal scored by Lammert was not the fault of Tilbrook, who, through Witchell's swimming up the bath away from his men, found himself called upon to mark two men. Of the other two Hongkong forwards, C. J. Cooke found MacCabe his match both in speed and polo practice, and as already stated above D. H. Cooke quite foiled Ellis, though the latter played a hard, brisk game right up to the finish. In fairness to our visitors it might be stated

that they were under a decided disadvantage in playing in a bath where the alluring temptation to stand on the bottom was ever present. To do so when paying the ball is a foul that poloists accustomed to deep water are not on their guard against.

After the pole match was aluded the prizes, both for local and interport events, were distributed by Mrs. A. S. Barnes. Then Mr. flowers, and called for three cheers for her which, needless to add, were heartily given. Mrs. Barnes had yet one other duty to per-

form, and that was the sad one of handing of the the Shanghai flag to the victors. Mr. Humphre the Hongkoug Captain, expressed his regret the necessity for so early a departure. He hoped Shanghai would send down a team again, and that Mr. MacCabe would again show them what he could do. Finally he called for three cheers for the S.I.S.C .- and pushed T. Loran. upon whose shoulders he had been leaning, into

Mr. P. Fowler proposed a hearty vote of thanks to Hongkong for presenting a cup for 440 yards, open to all Shanghai. It would first be competed for next year, and would have to

be secured twice to be won outright. Cheers were then given for Mrs. Logan, Major, and Mrs. Barnes, Mr. Humphreys, and Mr. Fowler.

The Hongkong team left for Woosung by train at 7.30 p.m., Mr. A. W. U. Pope having kindly placed a special express at their disposal kong team. The excitement throughout this to enable them to catch the German Mail



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RUSSIA AND CHINA.

THE NAVIGATION OF THE RIVER. SUNGARL

TREATY BIGHTS.

The St. Petersburg correspondent of The Standard gives from an authoritative source the following account of the results of the negotiations recently concluded between Russia and China concerning the navigation of the River Sungari. His informant said :-

"According to Article 18 of the Treaty of St. Petersburg (executed in 1881), the Chinese Government undertook to come to an agreement with the Russian Government concerning the manner of carrying out the provisions of the Aigun (1858) and St. Petersburg Treaties touching the right of Russian subjects to navi: gate their vessels on the Sungari. This undertaking did not prevent China from issuing independently in 1909 regulations for Russian ships. Our Minister at Peking, however, protested against this violation of treaty, and compelled the Chinese to recognise the right of Russia to take part in drawing up the regulations for this purpose. This protest was the beginning of prolonged negotiations, first at Harbin and afterwards at Peking, which have now led to the issue of regulations that are in accordance with Russia's treaty rights.

1010-2

Peace the Chinese Government has sought systematically to deny, in theory and in practice, tem examination the binding force of the relations established by cause of death. treaty between our two countries. Taking its stand on Article 3 of the Portsmouth Treaty, in bling that caused by a sting on the face or which Russia declared that she did not possess | neck, and it is believed that the outbreak is in Manchuria any preferential or exclusive con- caused by the bite of an infected insect. cessions whatsoever calculated to intringe the This telegram was shown by a representative sovereign rights of China or incompatible with of The Daily Chronicle last evening to an the principle of equal opportunity,' the Govern- eminent Harley-street physician. This gentlement of Peking, now in one and now in another | man has practised for years both in Italy and isolated question, has been violating its obli- Spain, and is an authority on all phases of bloodgations, and endeavouring to deprive us of our poisoning. In view of the scantiness of the just rights. This may be accounted for, to description of the disease, the physician could points in our treaties with China are comparation character; but his views on somewhat similar tively out of date, and no longer accord with kinds of disease which have come under his the present interests of China and the nawly notice are very interesting: awakened sense of her importance. But this | "I have known men and women in Italy," explanation cannot, of course, serve as he said, " to leave their homes in the forencon any justification for the course of action in perfect health, and, following bites by poisadopted by the Government of China. onous insects, or rather, by insects carrying It was open to the Government, if in their bodies germs of contagious disease,

to have recourse to friendly negotiations, all the known not a few to die from these bites, though more so that it has the right in 1911 to demand not with the same rapidity as is suggested in a reconsideration of our fundamental treaty, the the case at Valladolid St. Petersburg Treaty of 1881. Instead of "It must be remembered that at this period taking this course, the Government of Chiun of the year that Spanish city is very hot, and preferred to go on violating its treaty oblig- the drainage system is still of a primitive order, tions, which, naturally, called forth protests on I can easily imagine a cloud of insects fresh

our part. "The navigation of the Sungari, to which it apparently attached special significance, was one of the questions on which the Chinese Government violated treaty obligations. Beginning with the arbitary introduction, without preliminary agreement with us, notwithstanding the prevision therefor in the St. Petersburg Treaty, of regulations for the navigation of the Sungari, the Chinese, after receiving our protest, in the first phase of the negotiations obstinately maintained all points of the regulations in flat contradiction of the provisions of the Aigun and St. Petersburg Treaties. They obviously counted upon being able to effect, for the first time, a breach in the system of privileges governing our trade by the land routes, in order,

against the date when the St. Petersburg Treaty came up for re-consideration, to be in a position to take their stand upon a whole series of concessions secured by them. In view of this our diplomacy in the negotiations for a revision of the regulations issued by them had to pursue a double aim: to draw up regulations of such a nature as would admit of the further development of our trade in the basin of the Sungari, and to confirm the force of existing treaties with China. That the first of these aims was attained is satisfactorily guaranteed by the fact that our technical specialist delegates, who are fully com-

it at somewhat more length. CONCESSIONS BY CHINA.

petent in all questions of navigation and trade

on this river, took part in the negotiations. As

to the second aim, it is necessary to dwell upon

"The diplomatic dispute between us burned in substance upon the question whether the system established by our treaties for our trade by the land routes should be extended to our trade by the River Sungari, or should our trade by the Sungari be put on all fours with trade by sea routes, and be brought under the system existing in China on rivers navigable from the open ses? This question was decided in the first sense, that is, in accordance with the views we supported; trade by the Sungari is subject to the lesser dues of the tariff in force AS SUPPLIED TO THE HOUSE OF for our trade by the land routes; vessels on the Supgari are freed from tonnage dues, and the navigation on this river is thus free. In the less important question of the freedom of trade in the 50-verst zone from the frontier, the Chinese also conceded our demands by acknowledging that the import of Chinese goods into this zone on our territory should be relieved of the expert dues irrespective of whether the goods came from the Chinese 50-veret zone or from districts in the interior of China. Thus in the question of the navigation of the Sungari, our treaty rights have been fully confirmed, which puta in our hands a valuable card for negotiations on numerous other points in which the Chinese: are endeavouring to ignore their treaty

obligations "Two factors in particular must be acknowledged as having conduced to our success: the firm tone taken by our diplomacy, which made it plain to the Chinese that we had resolved to yield up nothing of our just rights, and the Russo-Japanese Agreement of July 21-August 3 last. It is significant that the most important concessions of principle by the Chinese coincided with the time when the Press was busy discussing the forthcoming Russo-Japanese Agreement. The final concession, however, followed upon Jur agreement with Japan, and possibly not without some influence brought to bear by her, inasmuch as the Japanese Government was advised by us that in the question of the Sungari we had resolved to retain our freedom of action. Thus the Russo-Japanese Agreement has already brought in its first fruits.

There is one point in our agreement with China about the navigation of the Sungari which deserves to be specially noted. While categorically maintaining our treaty rights, we have, nevertheless, paid great attention at the same time to the interest of China in this matter, We did not insist upon any impossible demands; we made no endeavour in this way to secure for ourselves the continuance of the existing state of things by which our vessels on the Sungari were free from any form of dues or control by the Chinese; we have thus afferded the Chinese a regular source of income to cover the expenditure necessary to maintain the river in a navigable condition; we have acknowledged the part played by Chinese Customs on the Fungari, merely reducing them to such proportions as are in secordance with our legal rights. This just and moderate course of action on the part of Russia will undoubtedly be appreciated by China, if not at the present moment when the feeling of chagrin caused by failure is still strong, at any rate

later on when she looks back more coolly upon the past. This course of action is precisely the one which our diplomacy must seek to maintain also in all further relations with the Government of China. It is the surest way of restoring our age old feeling of friendship with China, without, at the same time, yielding up our interests and the rights secured to us by treaties in force. Our rapprochement with Japan cannot make us forget our other neighbour in the Far East; the drawing of China into the orbit of our policy would, if may safely be said, be the best issue out of the position that has now been created in the Far East, and would best of all secure for us the interest we have there."

A NEW DISEASE?

STRANGE ACCOUNT OF THE "RED PLAGUE."

Reuter informed us recently of a new disease that had broken out in a Spanish asylum. Appended is the telegram in which the news was announced in the London papers: VALLADOLID, Aug. 15th.

An unknown disease which advances with the most frightful rapidity has broken out in a lunatic asylum here. Death in some cases ensues within a few

minutes of the first symptoms appearing. Five of the patients have died in the last two days, "From the date of the Portsmouth Treaty of while three others who have been attacked have been placed under observation. The post-mortem examination failed altogether to reveal the

The only external sign is a red spot resem-

some extent, by the fact that certain isolated not, of course, speak definitely as to its cause or

it desired to set saide as, in its opinion, they have reached my surgery in the alternoon abnormal the above-mentioned state of things, in a dangerous state of fever. I have also

from an infected area flying to the asylum and passing through its very wide and open windows -I know the place very well indeed-and fastening upon their victims and at once inoculating them with the foul virus they carry. "The average lunatic in Spain is, to say the Cast. T. P. Hall least, not a robust patient, and with a prediscosition to disease the poison would soon set up the Mr. T. L. Harri on inflamed spots on the body and impel a high Mr. & Mrs. A. Helsgaun

temperature. "The report is silent upon many aspects one would like to ascertain, such as the ages and general condition of the victims and patients, the progress of the fever, and whother it was associated with extreme thirst and other complications.

"Of course, it is just possible that fuller investigation may disclose the case to be some other form of poisoning. The insect in Spain, Miss K. A. Massey however, is a well-known enemy of society at Mr. H. Val Meines this time of year, and whon charged with poison Mr. H. E. Miller to an be as deadly as a bullet."

COMMERCIAL PROGRESS.

BIG INCREASE OF THADE IN STRAITS BETTLEMENTS.

The gratifying progress of trade in the Straits Settlements which was noted in the report for the first quarter of this year has been well surpassed by the progress shown in the report for the quarter ending June 30.

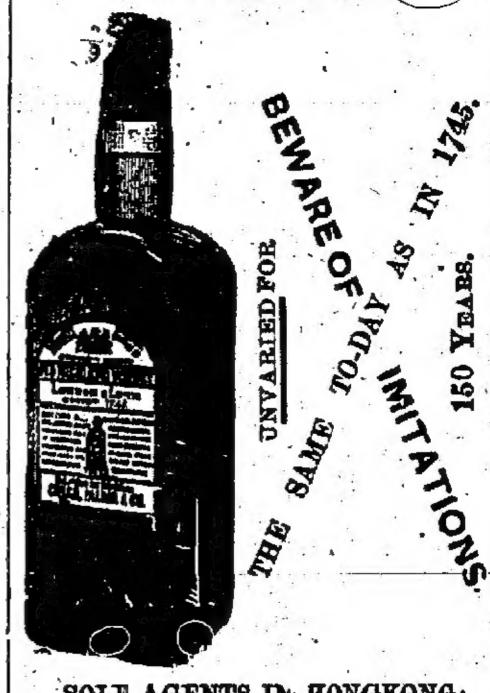
In the three months the import trade has increased by over ten millions of dollars and the export trade by over eight millions, while the increases over the corresponding quarter of last year are also greater. During April, May and June this year the total imports were of the value of \$89,918,393 (£10,490,478), as compared with \$74,964,723 (£8,745,884), for the corresponding quarter last year. The exports amounted to \$78,741,242 (£9,186,478), as compared with \$68,208,417 (£7,957,649).

Singapore and Malacca still continue to romp ahead, and Penang, which had to report a serious decrease of imports-last-quarter, has also madegood headway. The figures for imports are: - Singapore, \$66,192,627, as against \$52,690,-397 last year; Penang. \$22,125,469, as against \$21,240,881 last year; and Malacca, \$1,600,297, as against \$1,033,445. The value of the export trade was :- Singapore, \$54,748,585, as against 846,074,479 last year; Penang, \$22,093,650, as against \$21,001,716 last year; and Malacca, \$1, 899,007, as against \$1,132,222 last year.

Besides these informative figures which do monstrate the state of trade only in general the report is full of interesting facts concerning the condition of all our industries in particular. -Straits Times.

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KINGSOLDEN PRIVATE HOTEL.

Cundr. & Mrs. Acton & Consul J. M. Macedo Mr. E. Aradt Capt. & Mrs. Premer

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SHEET-ANCHOR

THE

Do you wake tired? Eat half a breakfast? Feel out of

sorts, dull, heavy, irritable, unfit for work? If-so, you have

dyspepsia. You are drifting into a miserable state of ill-health,

because your stomach is out of order! Mother Seigel's Syrup,

the herbal tonic, will tone up and strengthen your stomach

and gently stimulate your liver. Then sleep will refresh you;

MOTHER

strength, vitality and cheerfulness of sound health!

"I had indigestion—or dyspepsia, with a sinking sensa-tion below my chest; was very depressed and had no go in me. Then I took Mother Seigel's Syrup. Now I can eat anything and am always fit for work, for Mother Seigel's Syrup cured me! I have needed no medicine of

any kind since I "-A. G. Walker, 36; Middleton

MADE FROM

THE CURATIVE EXTRACTS OF

ROOTS, BARKS & LEAVES

Street, Bethnal Green, London.

you will eat with relish, digest your food, and thus regain the

Master Mandell Miss Massey Mr. C. M. Meyer Mr. J. A. Offer Mr. Wm. Pittendrigh Mr. & Mrs. G. L. Platt Mr. J. Rebertson Mrs. G. Sachse Miss K. Sachse Capt. & Mrs. Schultzen Vr. C. L. Gorham Mr. & Mrs. Tibbs Mr. H. Hoffman Mr. B. Webb Mrs. F. N. James Mr. J. W. Wilson Mr. W. H. Tindal King Mr. & Mrs. A. C. Logan

SHIPPING IN PORT.

ANAMBA, British str., 1,159, C. Sangster, 5th Sept.—Amoy 4th Sept., Case Oil—Asiatio Petroleum Co., Ltd.

Awa Maru, Japanese str. 3,912, 'S. Ishikawa, 4th Sept.—Seattle and Shanghai 1st Sept., Flour and General-Nippon Yusen Kaisha. BELLEROPHON, British str., 5,729, Y. Bartlett, 4th Sept.-Tacoma via Japan 10th Aug., Lumber and Flour-Butterfield & Swire.

BENLAWERS, British str., 1,250, H. W. Bee, 27th August-Yokohama 21st August, Ballast-Gibb, Livingston & Co. BUYO MARU, Japanese str., 1,813, Y. Yatsayan-

agi, 2nd September-Dalny 26th August, Coal-Mitsui Bussan Kaisha. CAPRI. Italian str., 1,277, Moreses, 4th Sept .-Bombay and Singapore 29th Aug., General

-Carlowitz & Co. CHILDAR, Norwegian str., 1.102, H. Nielson. 5th Sept.-Bangkok - 28th August and Swatow 4th September, Rice-Asgaard, Thoresen & Co.

ELAX, British str., 2,571, Milner, 31st August -Hankow 25th August, Ballast-A. P. &

FURUI MARU, Japanese str., 3.807, Y. Murakami. 2nd Sept.—Meji 27th Angust, Coal—Mitani Bussan Kaisba.

GERMANIA. German str., 1,713. H. Frandson. 2nd Sept .- Hongav and Hoihow 1st Sept., Coal and Pigs-Jebsen & Co. HAICHING, British str., 1,267. W. C. Passmore, 4th Sept.-Foochow via Amoy 2nd Sept.

General-Douglas, Lapraik & Co. HUICHOW, British str., 1.217. E. Forsyth, 6th Sept.—Tientain 30th August, General -Butterfield & Swire.

HUNAN, British str., 1,143. Benson, 20th Aug. -Saigon 16th August. Rice-Butterfield & Swire.

KAIFURU MARU, Japanese str., 1.903, Suda, 6th Sept.-Moji 31st August, Coal-Mitsu Bishi Goshi Kwaisha. KELVINHEAD, British str., 1.946, J. K. Meikle,

7th Sept.-Freemantle 17th Aug., Sandal. wood-Jardine. Matheson & Co. KIANG PING, Chinese str., 1,222, H. Udden. 5th September-Chinking 30th August. General-Tung Lee & Co. KUMCHOW. British str., 1,460, J. D. Mortin,

27th August-Saigon 23rd Aug., General -Ying Sang & Co. KWANGLEE, Chinese str., 1,468, Lincoln, 5th

Sept.—Shanghai 2nd September, General —C. M. S. N. Co. Mr. and Mrs. F. D. LENNOX. British str., 2,361, D. Reid, 1st Sept. -Keelung 30th Aug., General-Dodwell

LIGHTNING. British str., 2,122. Smith, 2nd Sept.-Calcutta 17th August, General-David Bassoon & Co. . . . LINAN. British str., 1,350, Williams, 31st Aug. -Shanchai 28th Aug., General-Butter-

field & Swire. LYERMOON, German str., 1.238, v. Pilgrim. 30th August-Swatow 29th Aug., Ballast -Hamburg-Amerika Linie. MACHEW, German str., 996, C. Wolff, 5th September-Banckok 27th August, Rice-

Butterfield & Swire. MANDABAN MARU, Japanese str., 3,246, Yamamoto, 6th Sept .- Milke 31st August, Coal -Mitsui Bussan Kaishs. NAMSANG. British str., 2,591. P. M. B. Lake. 6th Sept .- Calcutta and Singapore 31st

August, General-Jardine, Matheson & ONSANG, British str., 1.987, E. J. Buller. 2nd September-Moji 27th August, Coal-Jardine, Matheson & Co., Pongrong, German str., 998, W. Rokinhr, 5th

September-Bangkok 28th August, Rice-Butterfield & Swire. Rubi, British str., 1,560, R. Rodger, 5th September-Manila 3rd Sept., General-Shewan, Tomes & Co.

Sambia, German str., 3,011, A. Reuss, 6th Sept. -Shanghai 3rd Sept., General-Hamburg. Amerika Linie.

SHINCHIKU MARU, Japanese str., 1,938, H. Mary, 3rd Sept.-Moji 28th August, Coal -Osaka Shosen Kaisha, Signal, German str., 902, F. Iversen, 27th

August-Swatow 26th August, General-Jebsen & Co. Suisang, British str., 1,771, M. Picknell, 21st August-Chingwantso 14th August, Coal -Chinese Engineering & Mining Co.

SUNGKIANG, British str., 988. H. A. Hards, 6th September-Cebu 2nd September, General -Butterfield & Swire. TIENTSIN, British str., 1,227, F. Boyd, 3rd September-Swatow 2nd Sept., General-

Butterfield & Swire. TJILATJAP, Dutch str., 3.860, A. W. La Boog. 29th August-Batavia 21st August, Sugar and General-Java-Chine-Japan Lijn. WUHU, British str., 1,227, A. Lucker, 4th September-Shanghai 31st Aug., General -Butterfield & Swire.

YUENSANG, British str., 1.128, P. H. Rolfe.

5th Sept.-Manila 2nd September, General -Jardine, Matheson & Co.

BAILING VESSEL ARROW, British barque, 2,971, McIver, 20th May-Anjer 8th April, Kerosene Oil-Standard Oil Ce. DRUMELTAN, British 4-masted barque, 1.799. Swatt, 27th August-Menado 30th July,

HONGKONG TIDE TABLE.

Ballast-Standard Oil Co.

From September 9th to 15th, 1910.

4	H	ton Witen,	LOW WATER,		
Day of Weekt	Day of Month	Hongkeng Mean Time.	Helght	Hongkong Mean Time	Height,
Pri	9	- 08) a	ft. 4. 5 3	m 6 19	2 0
lat.	10	m 0 91 .	5 P	m 7 16 6 30	3 4 2 3 8
Sun.	11	12 0 66 U m	6 9	m 8 06	3 3
Mon.	.2	No interior	6 0 -	m 10 18	3 1 Water
Tues.	13	No inferior	d i	DOT low	
Wed.	16	n + x0 No inferior	high.	20 0 60 a	2 2 Water
Thur	15	w 5 80	6 7	E3 1 80 a	1 7

HONGKONG METEOROLUGICAL REGISTER.

9 8 a 4 8

Bongkong Observatory, September 8th						
	Previous Day at 4 p.m.	On Date at	On Date			
Barometer Comperatore Humidity	29.72 80 68	29.82 82 58	29.78 61			
Wind Direction Force	East.	East 3	62 E			
Weather	0	0	ō.			

Highest open sir Temperature on 7th..... Lowest open air Temperature on 7th 74

Most Celebrated Cigarette the World. WILLS'S



(Green label) (Yellow label)

In 20'S Packets or 50'S Air-Tight Tins.

These popular Cigarettes are manufactured in Bristol from the finest grades of Virginia Tobacco with all the skill which W. D. & H. O. WILLS have acquired during the 200 years which have clapsed since their business was established.

SOLD EVERYWHERE.

BRISTOL AND LONDON.

SETTLEMENTS STOCKS AND

	The stand of space is	RUE	BER (COMPANI	ES.	SINGAPORE,	ugost 25
Par value cach hare £1. Calls paid up are:—	Malayan Companies.	Singapore Fraser and Co.'s Prices, June 8.	Dividends	Par value each share £1. Calls paid up are:—		Singapore Fraser and Co.'s Prices June 8.	English was
15/ paid	Alor-Pongsu		******	fy. paid	Malacca Ordinary	10.5.0	
2/ fy. "	Anglo-Johore	1.6.0	25% '10	2/ fy	Merton Syndicate	7/6	191911
17/6	Bakap Banteng	. 30,7	La graphs of	fy, "	Mount Austin		100000
fy. "	Batu Cavos	17,10.0	35% '10	- 1 17	Narborough Est. North Hummock		10% int. '03
fy. " }	Batu Kawan		800100	2/ fy. ,,	Padang Jawa Pandan Johore	21 195	******
fy.	Batu Tiga	5.12.6	*****	2/ fy. "	Pataling	3.10.0	50% 10
2/, 1/ .,	Bernam Perak		3% 309	fy, ,,	Pelepah (Johore) Perak	· · ·	44443
(y, ,,	Do. Ordinary		*****	10/ "	Peneiro Est.	6.5,0	421% '09
$\begin{bmatrix} \mathbf{f}\mathbf{y}, & \mathbf{p}^* \\ 12/6 & \mathbf{n} \end{bmatrix}$	Bidor	1920	S seeles .	12/6	Prye Ratanuf		10% '09
2/ (y.)	B'lands Selangor Bukit Cloh		******	12/6	Bembia	10/6 pm	******
2) ty. "	Bukit Kajang	3.5.0	444199	2/ fy. "	Rim R. Est. of Krian		******
15/ ,,	the state of the s	2.10.0pm		15/ ,,	R. of Johore	17	*****
2/ fy, Options	Bukit Mertajam	•10.0	******	fy.	Sealield	16.10.0 7.15.0	15% '09
fy. paid	Bukit Rajah	20.0.0	150% '09	2/ fy. ,, 3	Selangor	3.16.0	75% '10
iy. "	Castlofield	6.7.6		15/ ,	Seletar Rubber Sempah	A distribution of American	#200es
8/ "	Chanket Salak R. and Tin.			16/ ,,	Sendayan	2.2,6 pm	
2/ fy ,,	Chersonese	4/9	******	iya n	Seremban Serangoon	A 5 34 1	121% '09
V. 1/6	Cheviot Chota Rubber		*****	2/, 1/ "	Shelford	1.2.0	10% '10
2/ fy.	Cicely Ordinary	2.12.6	135% '09	fy. "	Siginting (N. S.) Singapore Para	3.17.6	******
2/ fy ,,	Consol Malay	2.12.6 1.10.6	140% '09 80% '09	2/ fy. ,	Straits (Bertam) Strathmore R.	8/-	71% '00
fy.	Damansara	9.0.0	50% '09	17/8	Sungei Bahru	£ 2500 10	******
2/ fy	Dennistown Enbh. Selangor	16/-	15% '10	of fr	Sungei Choh	5.10.0	
ty.	Fed. Selangor		125% '09	15	Sungei Kapar Sungei Kruit	18/-	321% '09
15/	Gna Kee R. Est. Garing (Malacca)			12/6 n	Sungei Liang Sungei Salak		******
fy.	Golconda	6.15.0	25% '09	fy n	Sungei Way	4.17.6 6.12.6	******
el fy	Golden Hope Gula-Kalumpeng		30% '09	- fv. "	Tangkah		*****
fy. ,,	H. and Lowlands	6.6.9	10% 10.	7/8 "	Third Mile	1 4 4 4	*****
15/ "	Johore Para	16.5.0	50% '10	fy. "	Tremelbye Utd. Sua Betong		******
10/ "	Johore R. Lands Jong-Landor			2/ fy,	Val.d'Or Est		111400
fy.	Jugra (Ordinay)		40% '09	2/ fy	Vallambrosa	2.13.0	250% '09
17/6	K pong Kumtan		*****		Trust and Finance		
2/1/ ,,	Kamuning "A"	·7/- pm	*****	se si alb	Companies.		·
2/fy. " fv.	Do. "B" Kapar Para	10.5.0	10% '09	5 paid	Anglo-Straits R. T.		
fy.	Kellas	he Jou		Options	Eastern Internat. Trust	S 3 3	,
76 "	Kepong Killinghall		*****	5/ paid	Mid-East Invest		
2/ fy.	Kinta Kellas			Options	Rubber Plants, Inves. Trust		20% '09
2/1/ "	Klian-Kellas		45% '09	10) paid 15/	R. Share Trust Strait. M. & Trust		404000
*A	Kota Tinggi	3/6	Taging.				A
A Y A Au	Khota Tampan	2"	******		India, Ceylon, Borneo, Java and Sumatra.		
15/ "	Krubong Kuala Klang	dr. en	and the same	. yet a week yet o'm	California de Pare Sano, Sano de cal di Marie Companio de La California de California		+ 1,000
fy. ,	Kuala Lumpur	10.5.0	30% int. '09	fy. paid	Anglo-Java Asaban (Sumatra		
fy.	Kuala Pahi Kuala Selangor		*****	fy. "	Bangawan R.		*****
fy. ,,	Labu	20/-	25% '09	17/8	Beaufort Central Sumatra		101110
[y. "]	Lanadron	MAA	271% '09	0/ 11	Indian Peningulo		
fy. ",	Lodinum	4.0.0		15/ " fy. "	Java Amalgam Kimanis		
7/6 ,, 5	Lendu	2.12,0pm	171% '09	17/6	Langkon	The state of	
fy.	Linggi	2.19.6	50% 10	fy. "	Manchester Nirmala (Java)	\rightarrow i	117010
/ fy. "	London Asiatic Lumut Est.	15/- 27/6	enni sa	1/6 ,	Pontianak		distant,
Ty. a 1	Madingley Est.	/0	******	2/17	Sumatra Para Sumatra Props.		121% '09
fy.	Malacca 75% Cum. Partici-			fy.	United Serdang	50	

INSURANCE

NTORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO. TOTAL FUNDS AT 31st DECEMBER, 1909 £19,875,357.

L. Authorised Capital ... £6,000,000 Subscribed Capital Paid-up Capital 1,212,500 0 0 II. Fire Funds .. 73 3,488,136 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SHEWAN, TOMES & CO. Agents.

DENTISTRY

DR. M. H. CHAUN. DENTAL SURGEON. 33, QUEEN'S ROAD CENTRAL

ST FLOOR, ROOMS 2 and 3. From the L University of Pennsylvania, U.S.A. Telephone 126. Hongkong, 27th January, 1910.

SIEN TING

SURGEON DENTIST No. 10, D'AGUILAR STREET TERMS VERY MODERATE. Consultation Free, Hongkong, 21st September, 1905.

ON SALE.

Utd. Sumatra

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of

FROM 1893 TO 1905; RATES FOR SOVEREIGNS, GOLD

LEAF, BAR SILVER (From 1900). and other Useful Information PRICE : \$1 Cash. On Sale at the "DAILY PRESS" Office, or Local Booksellers.

MEN-OF-WAS ON THE CHINA AND JAPAN STATION.

Alserity, despatch-boat, 700 tons, 4 gruns, 2,000 i h.p., Com. A. Lownder, Nagasaki. Astron, 2nd class cruiser, 4,360 tone, 10 guns, 7,000 i.h.p., Captain E. B. Kiddle, Colombo,

Atlas, admiralty tug, 615 tons, 1,400 Lh.p. Master, B. West, Hongkong.
Bramble, gunbost 710 tons, 900 i.h.p. Lient.
Comdr. B. G. Washington Hongkong. Britomart, gunboat, 710 tons, 900 h.p., Lieut, Comdr. E. H. Donovan, Shanghai.
Cadmus, British aloop, 1,070 tons, i.h.p. 1,400.

Captain H. L. P. Heard, Hongkong. Cherub, water tank and tug, 390 tons, I.h.p. 34), Moster, W. Smith, Hougkong. Clio, British sloop, 1,070 tons, 1.h.p. 1,40), Comdr. O. T. Borrett, Hongkong. Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lt. Comdr. C. E. Lloyd Thomas, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 gans 7,000 i.h.p., Captain J. Nicholas Handy, torpedo-boat destroyer 295 tons, 6 guns 4,000 h.p., Lieut Comde. B. J. D. Guy,

V.C., Weihaiwei. Hart, torpedo boat destroyer, 295 tons 6 guns, 000 h.p., Ligut, Comdr. H. S. Monroe, Janus, torpedo-boat destroyer, 320 tons; 6 guis,

3,900 h.m. Lt. Comdr. G. C. Heathcote, Chattanooga, cruiser, 3,200 tons, Commander Weihaiwei. Kent, armoured craiser, 9,800 tons, 14 guns, Claveland, craiser 8,200 tons, Commander i.h.p. 22,000, Capt. 8. St. J. Farquhar, Kinsha, river gunboat, 616 tons, i.h.p. 1,200,

Lient.-Comdr. T. J. S. Lyne, Yangtase. Merlin, surveying ship, 1,070, tons, 6 guns, 1,400 i.h.p. Capt. F. C. Learmonth, Kudat, B. N. Minoteur, armoured cruiser (figship Vice-C.V.O., C.M.G., 14,600, tons, i.h.p. 27,000,

Capt. G. U. Cayley, Negusaki. Monmouth, armoured cruiser, 9,600 tons, Lhp. 22,000, Capt. L. E. Power, M.V.O., Naga-Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut-Comdr, G. P. Leith, West River.

Nightingale, river gunboat, 85 tons, 240 hp. Lt. Comdr. Claude Hillersden-Woodward R.N. Yangtara Otter, torpede-boat destroyer, 385 tons, 6 guns, 6,300 i.h.p., Comdr. H. Stevenson, Naga-Robin, river gunboat, 85 tons, 2 guns, 240 h.p.

Lieut.-Comdr. W. C. Lucas, Canton. Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut-Comdr E. J. J. B. Southby, Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lieut-Comdr. John Michael Barker, Xang-

Taku, torpede boat destroyer, 305 tons, i.h.p. 6.000. Ganner W. Barlow, R.N. Hong-Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyres, Hongkong. Teel, river gunbost, 180 tons, 2 gune, i.h.p. 800, Lieut.-Comdr. R. J. Buchanan, Yangtese. Thistle, gumboat, 710, tons, 900 h.p., Lieut, Comdr. M. B. Baillie Hamilton, Yangtso. Virago, torpedo-boat destroyer, 395 tons, 6 gans

6,300 i.h.p., Liout-Comdr. C. E. Lloyd Thomas, Hongkong. Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut.-Comdr. B. L. Hancock, Straits Settlements. Whiting, torpede-boat destroyes, 360 tons,

gans, 5,900 hp., Lieut. Comdr. G. B Hartford, Hongkong. Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt. Comdr. M. H. Wilding, Yangtze. Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut.-Comdr. B. R. Brooke, Yangtese. Woodlark, gunboat, 150 tons, 2 guns, 550 h.p Lieut.-Comdr. G. F. A. Mulcek, Yangtage.

AUSTRIAN. Kaiserin Ellasbeth, Austrian protect d cruiser, 4.000 Fregattenkapitan Oskar Hanen Northern Waters as and Grand Sugar and Panther, third class cruiser, 1,530 tons, Fre gattankapitan, Theodor Skarl Edl. von

Bolimid heim

Prunch Acheron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut, Bertrand, Saigon Alger, 2nd olies ordiser, 4,320 tons, 22 guns 5,100 b.p., Commander Fournier, H'kong. Alonette, gunboat, 506 tons, 7 guns, 400 h.p. Commander Badin, Salgon Argus, river gaubout, 180 tous, 6 guns, 570 h.p.

Lieut, Audouard, Baionnette, gunboat. Cimeterre, gunbent, 140 tons, Reserve, Saigon Caronade, gunboat, 184 tons, Reserve, Saigon Décidés, gunboat, 630 tons, 10 guns, 900 h.p. Lieut. de Linards, Shanghai Duploir, armoured craiser, 7,578 tons, 28 guns,

Desair, armoured cruiser, 7,578 tons, 26 guns, 17,000 b.p. -D'Therville, gunbeat Estoc, ganboat, 141 tone, Reserve, Haiphong. Esturgeon, sub-marine, 70 tons, 60 h.p., Lieut. Combet, Saigon Fronde, destroyer, 300 tone, 7 guns, 6,300 h.p.

Henri Rivière, river gunboat, 150 tons, 6 gan 152 h.p., Hajphong Lynn, sub-marine, 70 tons, 6 h.p., Lient. Marra Montealm, armoured cruiser, (flagship) 9,567 tors, 36 guns, 19,600 h.p., Bear Admiral

de la Croix de Castries (Commander-in-Manche, surveying-ship, 1,625 tous, 10 guns, 900 h.p., Commander Ragot de la Touche, Monquet, destroyer, 300 tone, 7 guns, 6,300

h.p., Commander de la Roche Kerandraon,

Olry, river gunboat, 170 tons, 6 guns, 500 h.p. Lieut, de Maindreville, Upper Yangtze '09 Peibe, river guaboet, 130 tons, 4 guas, 280 h.p. Lieut. Paech, Tongka Perle, sub-marine, 70 tons, 60 h.p., Lieut Monnier, Salgon Pistolet, destroyer, 300 tons, 7 guar, 7,000 h.p. Commander Mortenol, Hongay. Protée, sub-marine, 70 tons, 60 h.p., Lieut Morris, Balgon

Redoutable, battleship (reserve), 9,330 tons 37 guns, 6,200 h.p., Capt. Droust, Saigon Styx, armoured gunboat, 1,800 tons, 8 guns 1,600 h.p. Lient. Beriot, Faigon. Takon, destroyer, 280 tona, 6 gans 6,500 h.p. In Reserve, Saigon Vanban, torpedo-depot, Commander Mortenol,

Vétéran, torpeda-depot, Liev. Bibel, Cap Saint Jacques Vigilante, rivergunboat, 180 tone, 6 guns, 7 h.p. Lient Damoulin, Siking GERMAN.

Arcons, cruiser, 2,719 tons, Captain von Hipper Iltis, gunboat, 1,000 tons, 10 guns, 1,300 h.p. Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1,300 b.p. Captain Graf von Posadowsky-Webner

Lipsig, orniser, Captain Engel Luchs, gunboal 850 tone, 10 guns, 1,344 hp Captain Bolken

Laharnhorst, jarmoured cruiser (flagship) 11,420 to as, 52 guns, 26,000 h.p., Kapitan Zur See Mass Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hens) Bee tram Forpedo bost (ego," Kapitan Lent, Heyden

liger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain K. Koss Teingtau, gumboat, 170 tons, 5 guns, 1,300 h.p. Captain Boss Vaterland, gambost, - tons, 3 guns, 500 h.p. Captain Toussaint

Calabria, protecte i cruiser, 2,428, tons, 26 gun 4,000 h.p. Capitano Maris Casanuova di Puglia, properted cruiser, 2,498 tons, 26 guns,

7,000 h.p. Cap tano Gusani Viyoonti Mar-

PORTUGUESE. Patria, gunboat, 700 tone, Captain J. Affrezo Reinha D. Amelia, cruiser, 1,600, tons, Captain C. Lima Vaso da Gama, cruiser, 3,030, tous, Captain Augusto Jose da Almeida

INITED STATES.

ohese Lorenzo

Barry, destroyer, 420 tons, Ens. Edmand 8 Root, Cavite Callao, gunboat, 243 tons, Ens. J. R. Murrisson Hongkong Channesy, destroyer, 420 tons, Ens. I. N. McNair, Cavite

John D. MacDonald Shanghai Hugh Rodman, Shanghai Charleston, battle hip (flagship), 9,700, tons. 58 gans, 21,000 b.p., Comde, John He

Dale, destroyer 420 tons, Lieut, Herbert H. Michael, Cavito Denver, orniser, 8,200 tons, Comdr. Edward E. Admirel Sir A. L. Winsloe, K.C.B., Galveston, cruiser, 3,200 tons, Commander John A. Hoogewerff, Manila Helena gunboat, 1,392 tons, Comdr. Renben O. Bitler, Shanghai

Mohican (station ship), Commander G. R. Monterey, monitor, 4,000 tons, Lt. D. W. Todd Pennsylvania, armoured orniser, 13,680 tons

Capt. A. Ward Stoleting Rainbow (Resr. Admiral Hempbill' Hagehip) Comde. B. E. WALKE Blandin Villalobos, gambost, 870 tones Dt. A. Andrews Hongkone at boist vitroupout need eat Wilmington, gunboat, 1,800, Comdr. Edward

Arayat, guaboat Tient Comdr. Meto H. Mindoro, gamboat, Lieut, George M. Bagha Paraguay, graboat, Rasign Roy L. Louisian Bainbridge, destroyer, til grages aut 25 torpedo tubes Emightheys Wallowmendia at

Perpoise, 125 to 12 750 to 10 Shark, 125 tons, 160 hp. Ensign Theodore G

September 8th, 1910, The Prices are given in Dollar Cents.

BUTGHER MEAT. 內打量屋 Mer Lung Pl Yuk -Beef, mirloin MAN Ham Ngan Yok-Corned Beef .. 22 Shiu Ngau Yok Boast Beet .. . 22 Ngan Nam—Breast of Beef ... , 15 Tong Yok—Beef for soup 20 抗算体 Ngait Yok Pa-Beef Steak...... 22 Roy Ngan Yok Ch'ong-Bausages 134 Ngaz No-Bullock's Brains set

椰牛 Ngan Lao—Beel Steak, Sirloin 1b. 80 194 Ngau Le-Bullock's Tongue, fresh, each 50 利争域 Ham Ngau Le- .. corned MA Ngau Tau-Ballock's Head ... ,, 4 Ngan Sam - Heart... 1b. 12 Mark Ham Ngan Kin-Beef Hump,

Ngau Kök—Bullook's Feet ... each 8
Ngau Iu—Bullook's Kidney ... 9 A Ngau Mei-Ballock's Tail Fr Ngau Kon -Bullook's Liver ... 1b. 12 比牛 Ngau T'o-Bullock's L'ripe undressed 原子 Ngan Tsai T'an Kök—Calve's

The Yong Pai Kwat-Mutton Chop 1b. 22 Ha Yong Pe-Leg of Mutton 22 TA Youg Shau-Mutton Shoulder 1 20 H Yong Tan-Sheep's Head creetene 50 A Yong Sam Sheep's Heart each Yong Iu—Sheep's Kidneys... each Fr Youg Kon-Sheep's Liver ... 1b. 24 But Ch Kok-Pig's Foot each 12 Star Ch 1 No-Pig Brainsper set 24 En Cha In-Pig's Kidneypair 9 香牌雅 Cha Pai Kwat-Pork Chop... lb. 20 At Cha Sam-Pig's Heart 13

Fig. Cha Kon-Pig's Liver 30 ## Cha Tsai-Sucking Pigs (to 144 Shang Ngau Yau-Beef Suet 油半生 Ehang Yong Yau—Mutton Stat 64 Ngan Teal-Veal 20 1 Ngau LipCh'ong-BeefSautage ., 26 B内存件 Ngau Lap Ch'ong—Veal POULTRE

GM Ka Tsal-Chicken a Sin Kni Capona 越班 Pan Kau-Doves......esch 西水流音 Sang Shong Shott Ap-Wild Duck pair Ap-Ducka service leavester lb. 20

篇 bo Nam Kai—Fowls Hainan Nga Jeese 24 起野海上 Shong Hoi Ya Ngox-Guese. Snanghai..... pair Pak Kop-Pigeoni | Canton each 23 14 Com Ch'un Quali

文化水 WO Fa 180k—Rice Birds" ... doz. ---All Fo Kat Kung - Purkeys, Cock ib. 80 冊為大 Fo Kai Mo-Turkeys, Hen ... 45 But CLAY And Tam Shou Yu-Canton Fresh water Fish Mak Yu-Cuttle Fish. 15 DE Tit To Sha-Dog Fish 0 水流 Tem Shill Sin-Eels, Fresh

Wong Sin-Eels, Yellow 25 元石 Shak Pan -Garoupa 56 AME Pak Kap Yu-Gudgeon 12 HW Tso Pak Yu-Herrings 20

角 在被 Wong Fà Yu-Labrus...... Shi Yn-Mackerol 100000 10 24 Chai Yu-Mullot Hau Tar Ya-Pike Hak Ch'ong - Black .. . 32 Ming Ha- Prawns 49 A Pi Pa Sa -- Ray 9 A Se Yu-Shark Ma Yan Yu-Salmon, Canton . . 28 A Bhang Yd -Salmon, Fresh Water ... Po Yu-Skate..... 10 Lap Yu—Snapper 26

Tat 8a Yu—Soles 28

Wan Yu—Tench 18 Two Hau Yd-Turbot..... 24

All Kok Yd.—Turtles; small, fresh-Pak Bit Yu-White Balt Faurre. the Hang Yan-Almonds..... 25 Arith Kam Shan Ping Ko-Apples, California 2字章元 Tin Taun Pin Ko—Apples, C'foo, 12 Macon ET KH Yet Pon Ping Ko-Apples, Shang theng Houng Tsin-

Bananas, fragrant, Canton ... Mall Shang Houng Talum Banaville brides, Macao Yeung To-Carambola Furge E80 Chestitate, Chiamo , 18 Po Tai Tas—Grapecta 1st (1.70, 20

American American American ... American Lai Chi-Lichese, Fresh tere

Lai Chi Kon -Lichers, Shali 2 Ning Mhag-Lemons, -Salon Called Sungalong Mango, Midda Child On Nam Mong-Mango, Midda Child On Nam Mong-Mango, Saigon Till Shan Chuk Tax—Mangosteens,dos,— Bai-Kwa-Water Melons China Bertend Kwa - Muse Molon

Passion Fruit, American : each Manie Sang worning of Marie Manual Charles Bullet Bullet 12 The Pine Course and Mandaday Pennuts II. Horizon ma shawghat Tu Petro Amorican ... 25

Pears Shanghai MR Hung Li-Plums Swatow. Williams Ek Tai Tsiu-Plantains

Luk Yau -Pumelo, Amoy ... sach --Marie Chim Lo Luk Yan - Pumelo, Siam , 11 San Hop To-Walnuts, Fresh Ib. 12 Hop To-Walaute, Green Shanghai Lo Kwat VEGETABLES, &c.

THE Shanghai To Chi Chuk-Artichokse, Shanghai Loong Soo Ta'ol-Asparagus... dos.... Chuk Shun—Bamboo Shoots ... 1b. Min Tan- " Broad Pin Tau- " French, S'hai AMBO Moon Bin Tau-Beaus, Maoao (French)

Ama Hung Tau Te'ol Sho Bestroot Kan Sun -Casa.... ## Tsing Ke-Brinjals Green... 腦水 Yuen Ka→ ... Red...... A Pak Taoi-Brassica 本本 Kai Te'ol-Cabbage Chinese 東方海上 S'hai Kai Te'oi -,, Shanghai Kam Bhun-Carrots 在秦塚 Xe Twoi Fa—Caulidower..... each— 在東海大 Tai Ye Te'oi Fa-, Large Size,

花葉樓中 Chang Ye Two Fa-Caulidover. 基序 Can Te'oi -Celery, China ib. 西芹章 Young Can Ta'oi-Colory, Eng. MERC Kon Lat Chiu-Chilies, Driet . 6 HILE Taing Lat Pain Chilles, Grena ... 8. REA Hung Fa Tsiu-Chilles, Red Twing Kwa-Cucumbera

MHEADER IN THAT LIE CULTYSELL. English Shoen Tay Garlie Lo Keung—Ginger, old

Tax Kenng—Ginger, young

Ta'ing Tau + Green Pests

10 na Kan Lik-Horse Radish, Sau .,, 20 Suk Mai-Sweet Corn.....plece 4 A E # Ybong Shang Te'oi - Lostuce ... Ib, 1 Munt Melon. 在車生 Shang Teo Ku—Mushroome 10. 35

Young Toung Tan -Ocions. Bom bay 在生 Shang Ts'ung -Onions, Green MAAH Yat Fun Ta'ung Ta'i - Onionis. Japanese Has L Shanghai Ta'ung Tau-Onions Shanghai # Mo ka -Okross 担充体 Young Yuon SI—Paraley, Eng 日報選輯 Foochow Shu Tsai-Potation,

Boochow 上行型 Shanghai Shu Tsai—Potato 好學本日 Yat Pun Shu Tsai -Potatoes, Japanese 日本門海 O Mun Shu Tsai — Potatoes,

FERE Fa Ke Sha Teat Potatoos, American House

Game Hang Lo Pak Test - Kadula ... Ron Tsung Taq-Shalots Yin Ta'ol-Spinsch MF Fo Tau - Paros Fan Ke-l'omatoes..... Lo Pak—Spinach Chinese Lien ligau-Lily Root Young Lo Pak-Turnips, Eng. ,, Tait Kwa- Vegetable Marrow 3 ME Ma Tai -- Water Chestauts

经具体值 Kwei Lam Ma Tai - Water Chestnute, Mandaarin 8 公井屋 Sai Yuong Ta'oi - Water Crosses ,, 13 Tai Shu - Yams Sage, per bundle ____

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to self at the price quoted.

W. BOWN ROWLINDS, Secretary, Sanitary Board, LADY DUFF-GORDON'S NEW ORIENTAL FASHIONS.

DRESS REVOLT. It has been decreed that women of fashion are to be attired in new garb. Women with real Bonls for dress are to be clothed as was Ashoo, who looked out of her lattice on Jelum River, or that inysterious Thou who sang beside the amorous Omar in the Persian wilderness. Mme.

Lucile has decreed it. Mme. Lucile - Lady Duff-Gordon - whose genius invented the dream dress and the emofional gown, has gone to the East for her latest inspiration. And it is to be hoped that the incarnation of her new ideas may herald the doorn of that atrocity, the "hobble" skirt,

It was the "hobble" skirt-which represents Parisian fashion at its very worst-which caused Lady Duff-Gordon, in sheer despair, to seek for some violent antithesis to the present mode. For a while she sought in vain; it was, indeed, the morest chance that gave this great creater of fashions her present happy thought.

She was passing through the Japanese Exhibi. tion when she happened on a little shop which

In her vision Mme. Lucile beheld wemen who | the border line between East and West. were clad with simplicity that was in itself an plegance. She saw women in clinging garments | she dismissed the girl. were beautiful, because they followed quite simply and naturally the lines of the forms. I have many. For the street I am mak. lines can double her beauty." they draped. On the instant she decided that she would dress the women of fashion as women quite openly, because nobody can make picked up some stray odds and ends of chiffon pre dressed in the East. ..

THE NATURAL GOWN.

Without a moment's hesitation she hurried home to elaborate her new-found idea. On the way she paused before the tableaux which show the costumes which the Japanese were many penturies before the birth of Christ. The sight of these tableaux set the scal on her decision. She saw that there was practically no difference in the dress of the women of Japan 2,000 years ago and the women of Japan to-day.

"And those garments have endured," she cried to a newspaper representative yesterday. "because their lines were right! They could not possibly be improved on. They have lasted because they are ideal, and they are ideal because

they are natural. So Mine. Lucilo hastened back to Hanover Square and locked herself into the room in which she evolves those wonderful ideas of hers in dress which none besides herself can compass. First she looked at the little gilt-framed pictures on the wall, which show fair women in every conceivable kind of garb, from the trailing robes of Greece to the fluffy crinoline. Then she rummaged in her treasure-box and brought out ourious old specimens of raiment which are the main sources of her many inspirations. Among these treasures are a Louis XIV, coat and a Louis XVI. habit. There are also ourious clinging robes from Assyria, and bold, almost defiant, garments from mediaval Russia.

Mme. Lucile hung all this jumble of clothes on a stand, and then sat down on a little Louis XV. chair to think. And she thought to amazing purpose. Yesterday she displayed what must be the most astonishing gown that has ever been fushioned in London.

BATAVIA, CHERIBON, SAMARANG, &c.

be given. They are Mme. Lucile's secret for the while, but something may be said of the

general impression the gown created. It was, as a matter of fact, all in bits and pleces. It was hung on to the model who wore it by pins and stray stitches, and yet the general effect people. robbed one of one's breath.

A girl very tall and slim and straight and stately, with a pale face, vivid with scarlet lips and eyes full of slumbering fires that even Cloopatra might have envied, trailed into the room. The girl was like a mummy of some Pharach's wife re-vivified and beautified and fresh, a breathing living thing of loveliness and. mystery. The amazing part of the apparition was that she was dressed as though the street in plain purple cloth. She were, to all intents and purposes, what was a coat and a skirt. But the coat and skirt combined conveyed the impression that she had simply been

swathed in some soft and delicate robe. A little touch of Mme. Lucile's hand and the whole of the outer garment fell away, and the girl then stood forth in a purple garment which might have been the shroud of some mummy, lightened by all the grace of Greece

and all the chic of Paris. Then Mme. Lucile restored the cost and skirt. was stocked with Eastern robes and Eastern which were cut like a coat and skirt, and yet carpets. She paused; and there rose before her seemed to be but a wrapping. Round the collar a vision of the East-a vision in which there of the coat, and as a chemisette, was embroidery, passed to and fro women, graceful and modest worked in the startling, almost crude colours

ing Cossack coats. I say Cossack coats

old temple of Isis or in ancient Assyria or in Babylon. But always I am going to be faithful to the idea that the gowns must follow the lines of the body. I am going to make gowns now which will be the very essence of woman-They will be so soft and subtle, so tender, that they will instinctively appeal to man's sense of protection. I am going to make gowns which will stand for woman incarnate."

IDEALS FOR THE IDEAL. For a while Mme. Lucile stood apart looking thoughtfully at a Persian robe of gleaming

green silk. Then she began to search amid piles of material. She pulled out a curtain. Against the curtain, which at first sight appeared crude, and on which were strange devices and weird figures, she placed a flaming mess of cornflowerblue chiffon.

"What a gown!" she cried. "What a gown You see I have the chiffon for the dress, and I cut out this queer little mannekin here, place it on the breast, and the whole thing stands out distinctive and strange, almost majestic." "But surely," said the representative of the Express. "it will be impossible for everybody to wear this sort of gown?"

Mme, Lucile's eyes flashed. "Of course," she cried; "of course." For only missed the bullsaye three times, and she once I am going to make it impossible for other | has created a new world's record, having made

people to follow me. "I have been accused," she continued, "of compiled in open competition with a service rifle. inventing the 'hobble' skirt. I can prove that ! that is untrue. I designed the dresses for the Ellen S. Seaton made a good 99, and Miss Alice Arcadians,' They were rather curious dresses,

The details of this remarkable dress must not had designed them, and many people came over from Paris to see them, with the result that there was placed on the streets what was only intended for a theatre.

"And here let me say that a really beautiful gown should be only worn by really beautiful

"If it is accepted that my gowns are the height of fashion, then I can only say to the majority of women that they should not attempt to be in the fashion. To me a beautiful woman is simply part of a picture which can be made complete by beautiful dresses.

"Really, I think that the beautiful women of the world should be set apart and dressed in an entirely different way from the average run of their sisters. With a really beautiful subject one can achieve results which are quite impossible with an ordinary person. And the paradoxical part of it is that you can be quite beautiful even though you are plain so long as you are slim. Stout people and middle-aged people should give up the hopeless task attempting to compete with women who are

"Stout and middle-aged women should nevel be dressed in the height of fashion. They should create fashions of their own which suit themselves. Then they can be always attractive and charming. For myself, I always work along South coast of China between Same as No. 1.

"But oh," cried Madame, throwing wide hel which one can see alone in Moscow, which is arms in an ecstasy, "what a delight it is to be the border line between East and West.

"You see the idea?" asked Mme. Lucile, as one can do anything. No dress can make a really beautiful woman ugly, and a dress that is "That is one idea," she continued," but akin to her nature and her features and her

Mine, Lucile turned away and thoughtfully the Cossack coats which I have thought of and silk. And in five minutes -quite lost to "For the house I am going to make gowns the world in her dreams of dress—she had which would not have been out of place in an stitched up a frock which was not a frock but stitched up a freek which was not a freek but a poem. Then she went out into Honover Square and entered the most magnificent motorcar in Loudon and drove home. - Daily Express.

LADY'S REMARKABLE SHOOTING.

WORLD'S RECORD AT BISLEY

What is regarded by marksmen as a marvellous score was made by Mrs. Chapman, of Staines, at Bisley last month. Firing amongst : 00 competitors in the London and Middlesex Counties' Itifle Association competition she headed the list-with a fine score of 103 out of a possible 105. Under any circumstances this total would do credit to the best of marksmen, and it is all the more remarkable as being becomplished in open competition by a lady. The shot for shot figures are given below:

200 yards, sighting shoot, 4 ... 5 5 5 5 5 5 5 5=35 do. 5 5 4 5 5 5 5 5=34 600 yards.

In Mrs. Chapman's twenty-four rounds she three points more than any lady has ever before Apparently it was a ladies' day, for Miss 1 Holmes recorded a creditable 82.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report On the 8th at 11.55 a.m.—The depression which reached the coast of Kiushiu near Nagasaki

over W. Japan. The barometer has risen at almost all stations -considerably over the Loocheos and E. Japan, and moderately over the E. coast of China, Formess and Luzon. Over Annam there is little change, and apparently a depression has developed in the low pressure trough to the Eastward of the Purncels.

yesterday afternoon appears to be filling up

It is probably moving Westward. Pressure is high over the Pacific in the neighbourhood of the Bonins, and also over Manchuria and N.E. Japan. Fresh to strong N.E. and E. winds may be

expected over the northern shores of the China Hongkong rainfall for the 24 hours ending

at 10 a.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon

to-day is as follows :-(N.E. & E. winds, I fresh to strong; Hongkong & Neighbourhood cloudy, squally.

. N. E. wind, fresh. Formosa Channel Hongkong and Lamucks. South coast of China between ? N.E. winds, Hongkong and Hainan .. }

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VESSELS ADVERTISED AS LOADING.

To ascertain the ancharage of any Versels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midmay between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting he section. SECTIONS.

2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point 1. From Green Island to the Harbour Master's.

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		0.00		THE TO TRAIN	P. & O. S. N. Co	About 10th inst.
LONDON & ANTWERP VIA SINGAPORE, &C	NUBIA	Brit. str.	10 V	P.W. H. Snow	P. & O. S. N. Co	On 17th inst., at Noon,
LONDON, & ANTWERP VIA SINGAPORE, &C., LONDON, &C., VIA USUAL PORTS OF CALL	DELTA	Clos six	k. W	Fans	HAMBURG-AMERIKA LINIE	To day.
LONDON, &c., VIA USUAL PORTS OF CALLE HAVRE, BREMEN & HAMBURG, &c.	SPEZIA	Dan. str.			MELCHERS & Co	To-morrow.
Traver & Curphinacour	T was state v &	Ger str.	k. w.	Knaisel a	HAMBURG-AMERIKA LINTE	On 14th inst.
TIAVEE HAMBURG & ALL STREET	DAMMANA	Gor str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 2nd Oct. On 11th Oct.
HAVRE, ROTTERDAM, BAMBATES &C	ALESTA	Ger. str	k. w.		Hamburg-Amerika Linie	On 13th inst, at 1 P.M.
HAVRE, & HADIDULVIT YEAR	VILLE DE LA CIOTAT	Franktr.		Barillon	NIPPON YUSEN KAISHA	On 14th inst, at D'light
MARSEILLES, &C., VIA PORTS OF CALL.	MIYAZAKI MARU	Jap. str.		Gregory	JARDINE. MATHESON & Co., LD	About 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C	CABNARYONSHIRE	Brit. str Jap. str	1	F. E. Cone item	NIPPON YUSEN KAISHA	On 28th inst, at D'light
MARKETILES, LONDON & ANTWEST A. F. S.	Absentera	Gor. str.	k w.	Deinst	HAMBURG-AMERIKA LINIE	On 4th Oct.
MARSEILLES, HAVRE, & HAMBURG, &c MARSEILLES, HAVRE, & HAMBURG, &c MARSEILLES, LONDON & ANTWERP VIA SERGAPORE, &c	Ivo Maru	Jap. str		R. Pokeda	NIPPON YUSEN KAISHA	On 12th Oct., at D'light. On 23rd Oct.
MARSEILLES HAVRE & HAMBURG. &c	C. FRED, LARISZ				HAMBURG-AMERIKA LINIE SANDER. WIELER & CO.	On 29th inst.
The same of the parties of the same of the	VORWARRIS	Aus. str	1	B Bednarz	MELCHERS & Co.	On 21st inst., at Noon
NAPLES, GENOA. ALGIERS, GIBRALTAL, &C.	BURLOW	Brit. str.			DODWELL & Co., LD.	About 10th inst.
BOSTON & NEW YORK	SAINT PATRICK	Brit. str.		F. S. Cowley	DODWELL & Co., LTD	On 27th inst.
THE PERSON NAMED OF THE PERSON NAMED IN TAXABLE PARTY OF	EMPRESS OF INDIA	T man 4			CANADIAN PACIFIC B. Co	On 17th inst., at 6 P.M.
	MONTEAGLE	Brit, str			CANADIAN PACIFIC R. Co	On 8th Nov., at Noon. On 13th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c. VANCOUVER VIA SHANGHAI, JAPAN, &c. VICTORIA, B.C. & SEATTLE, VIA KEELUNG, &c.		Jap, str		S. Ishikawa	OSAKA SHOBEN KAISHA	On 21st inst., at Noon.
VICTORIA, C.B. & TAUL MA VIA JAPAN VICTORIA, C.B. & TAUL MA VIA JAPAN VICTORIA, C.B. & TAUL MA VIA JAPAN	PANAMA MARU	Jap. str	•	T. Ogata	NIPTON YUSEN KAISHA	On 11th Oct., at Noon.
	INABA MARU	10		D. Manuales and the state of	Toyo Kisen Kaisha	On 22nd Oct., at Noon.
2 (1 T T	PRINZ SIGIEMUND	Ger. str		D. Lenz	MELCHERS & Co	On 11th inst., at 10 A.M.
A TOCKTOD A A LA COL PUR HOLD VIA AND A COLOR	YAWATA MARU	Jap. str	1	T. Sekine	NIPPON YUSEN KAISHA	On 30th inst., at Noon. On 28th Oct., at Noon.
A TREATED A TITA N. POLITICITY VIA MILITARIA PARA PROPERTY CO.	NIKKO MARU	Jap. str.		M. Yagi	NILPON YUSEN KAISHA	On'15th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA KOBE & YOKOHAMA		Jap. str		H. Fraser H. Raegener	MELCHERS & Co	About 20th inst.
THE AREA OF A TARRET A LANGE SELLIFOR THE TARRET OF THE TA	COBLENZ	lon ste		M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon
NAGASAKI, KOEE & YOKOHAMA	NIEKO MABU	The desired	· Y	Bouman	JAVA-CHINA-JAPAN LIJH	Quick despatch.
JAPAN	CHEONGSHING			V. McClyonmt-Lidde	I JARDINE, MATHESON & Co., LD	
TIENTSIN SHANGHAI, KOBE & MOJI	NAMSANG	Brit. str	_	M. B. Lako	MELCHERS & Co., LD.,	To morrow.
SHANGHAI, YOKOHAMA & KOBE	TRANQUEBAB	Don str.	incorpat and the	a decree to the transfer of	BUITERFIELD & SWIRE	On 11th inst., at D'light
ATEANIAL A.	ANHUL	Brit. str.	I m.	Ristorcelli	MESSAGERIES MARITIMES	On 12th inst., P.M.
SHANGHAL KOBE & YOKOHAMA "	HANGSANG	Dail ala	100	A. E. Sandbach	The state of the second st	On 13th inst., at D'light
GITANGHAT VIA NINGPO	(* 3/	Tenen cress		Fred. Pyne	NIPPON YUSEN KAISHA "	On 14th inst.
SHANGHAI, MOJI & KOBE SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BUJUN MARU	Jap. str		Y. Fuseno	OBAKA SHOSEN KAISHA	On 15th inst, at Noon. About 15th inst.
SHANGHAI VIA SWATOW, ACTOR A TOTAL	Delni	Brit. str	-	G. W. Gordon, R.N.	MELCHERS & Co.	A lout 21st inst
ATTINITIAT MARAGARI KOREA JUNUMAMA	P.E. FRIEDRICK .	Bett str.		C.R. Longdon, R.N.	B. P. & O. S. N. Co.	About 22ud inst.
COLUMNIAT MOST KOBE & TOLONAMA	T UTIV ALUENT TO THE TANK	Ger. str		Wagner	HAMBURG-AMERIKA LINIE	in 27th inst
COTT A NOVILLE A.T. TOO HERE AND A CORNEL MAN CO	Of Thirties, management	Ger. str.		The state of the state of the state of	HAMBURG-AMERIKA LINIE	On 6th Oct.
SHANGHAI, KOBE & YOKOHAMA	TJILIWONG	Dut, str. ,		A Pander	JAVA-CHINA-JAPAN LIJN	Quick despatch
ANDING VIA RWATOW-&-AMUL	SOBIU MARU	. Jap. str		Y. Yamamoto	OSAKA SHOSEN KAISHA	On 11th host, at Noon
AND A RECOTTE AND A CONSTRUCTION OF BUILDING AS AS AS	I O (193124) Menano	Jap. str		I W Empe	OSAKA SHOSEN KAISHA DOUGLAS LAPBAIK & Co	To-day, at 10 A.M.
The second of th	Huronow	Brit. str Brit. str.		E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW, CHEFOO & TIENTSIN SWATOW	I TROIGNION THE COLUMN	TILL ENAMED WHAT	1	W. C. Passmore	DOUGLAS LAPRAIK & Co	On 11th inst., at 11 A.M
AND AND THE RESPONDED A RESPONDED FOR EACH RESIDENCE OF THE PARTY OF T	I LANGUAGE THE TAIL OF		2 h.	A. E. Hodgins	DOUGLAS LAPRAIR & Co	On 13th inst., at 10 A.M
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	I TORKORIO	\$ \$ 15 men a rate on the s in	1, 100 10	P. H. Rolle n.	JAEDINE, MATHESON & CO., LD. SHEWAN, TOMES & CO.	To-morrow, at Noon,
				S I Payne	JARDINE. MATHESON & Co., LD.	On 16th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.		A. Fraser	SHEWAN TOMES & Co	On 1/th inst., at Noon.
A A A A A A A A. A	I THE STREET STATE OF THE STATE			H. A. Hards	Butterfield & Swire	To-day, at 4 P.M.
				F Sembill	MELCHERS & Co	On 23rd inst
SINGAPORE, COLOMBO & BOMBAY	Tosa Maru	Jap. str.		Moregoo	CARLOWITZ & CO.	On 13th inst. at Noon.
				E P Smith	DAVID SASSOON & CO., LTD.	TO-day, at 1400n.
SINGAPORE, PENANG & CALCUTTA	IN TRACESTA AND AND THE	***	77.1	100 400 000 100	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon.

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Wenchow Weihaiwei Santu Kiaochau Fooshow Ceinantu Amoy Mukden Shanghai Swatow

FORMOSA JAPAN AND Keelung Tainanfu Moii Yokohama Takow Nagasaki Hakodate Anping

Shimonoseki Tamsui EASTERN SIBERIA

Nicojewsk Visdivortock CORMA Mokpo WORKS Seoul Chignampo Chemulpo Fusan Pingyang Kunsan Masampo. HONGKONG AND ITS DEPENDENCIES

MACAO FRENCH INDO-CHINA Tourane Annam Hanoi Salgon Haiphong Ponkin Provinces Quinhon Cambodge PHILIPPINES

Coba Manila BORNEO Labuan British N. Borneo Barawak BANGKOK STRAITS SETTLEMENTS Singapore, Penang, Malacca, Prov. Wellesley MALAY STATES

Sungei Ujong Selangor Johore Perak. Pahang NETHEBLANDS INDIA Padang Bamarang Batavia Macassar Bourabaia Buitencorg East Coast of Sumatra

NAVAL BQUADRONS Austrian German United States Japanese Italian Sigmoss OFFICERS OF COAST AND RIVER STEAMERS. The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

A feature in the 1909 Edition are the CLASSIFIED LISTS of TRADES and PROFESSIONS at the larger Commercial

ALPHABETICAL LIST of RESIDENTS contains the names of over 20,000 FOREIGNERS.

carefully arranged, with the Initials as well as the Surnames in strictly Alphabetical Order so that any name can be found instantly. The PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA at

arranged in a special separate list. THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year the following:-COLCULED PLATE OF FLAGSOF FOREIGN HONGS

MAP OF THE FAR EAST PLAN OF YOROHAMA PLAN OF KOBE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, TIENTSIN

PLAN OF TSINGTAU (KIAOCHAU) PLAN OF FOREIGN CONORSSION, SHANGHAI PLAN OF HONGERW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF NEW TERRITORY (KOWLOOM)

PLAN OF KOWLOON PLAN OF MANIKA PHAN OF SAIGON PLAN OF SINGAPORE

PLAN OF BATAVIA The CHRONICLE covers the notable events of the last half contury in the For East together with the Texts of all the most important Trestice concluded with the countries of Esstera Ada the various Customs Tariffs, Trade Regulations Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Caluese Festivals, Tables of Money, Weights and

Measures, and other Commercial Internation TRUATIES WITE CHINA Great Britain :- Nanking, 1842; Tienfain, 1858; Tariff Agreement and Rules, 1859; Convention, 1860; Rules for Joint Investigation of Gustoms Seizares, 1869; Chefoo. 1876, with Additional Article; Oplam Convention, 1895; Chungking Convention, 1891; Tibet Sikkim Convention, 1890; Butmah Convention 1897; Kowloon Extension, 1833; Weihaiwei 1898; Convention, Commercial; Shanghai, 1902; Emigration Convention.

France:-Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1896, 1837, and 1895; Frontier Trade Regulations. United States:-Tientsin, 1859: Additions

1868; Peking, 1880; Immigration, 1894; Commercial, 1903. Germany :- Tientsin, 1861; Peking, 1880;

Kinochan Convention, 1898; Railway and Mining Concession, 1898. Japan:-Shimonoseki, 1895; Liaotang Comvention, 1895; Commercial, 1893; New Port .1898. Supplementary Commercial, 1915 Rassian:-S. Petersburg, 1881; Russian Land Trade, 1881.

Portugal, 1888; Commercial Treat, 1094. FINAL PROTOCOL made between Chins and Eleven Powers, 1901.

TREATIES WITH JAPAN Great Britain, 1894; Duties Convention Russia, Agreements as to Corea; United States, Extradition Treaty, 1836; Great Britain (Alliance) 1905; Russis (Peace Treaty) 1905.

TREATIES WITH CORNA Japan, 1876; Japan Supplementary, 1876; Japan, 1904 and 1905. United States, 1882 Great Britain, 1895.

TREATING WITH SIAM. Great Britain, 1856, 1899 and 1939, France, -189 and 1904; Japan, 1893; Russia, 1899. Great Britain and France, Sismose Frontier. Great Britain and Russia, Railway Convention

CUSTOMS TARIFFS TRADE REGULATIONS China, Japan, Siam, Corea.

LEGAL DOCUMENTS Orders in Council for Government of H.B.M.'s Subjects in China and Cores, and in Siam Rules of H.B.M. Supreme and attent course in China, &c. Tables of Court and Consular Fees: Charter of the Colony of Hongkong, Malay States Federation Agreement Table of Hongkong Court Fees Admiralty Rules, Foreign Jurisdiction Act; Ragalations for the Consular Courts of Facult States; United States Consular and Court-Fees; Bules of Court of Consuls of Shanghai Chinese Passenger Act; Hongkong Licenceo Trade Marks, and Letters Patent Fees: Port Regulations for China; Harbour Regulations

for Japan. The CHRONICLE and DIRECTORY, although condensed in every possible manuer, contains every year more pages.

It was years ago universally pronounced to be the cheapest work of the kind anywhere

published, and although very much enlarged and improved in every way, the price in silver is now below the equivalent of £1 5s, at which it was originally published. It is published at the Uffice of the Hongkong Daily Press, and can be had from and Adver-

of tisements sent through the principal Booksellers in Asia and through :-LONDON "Hongkong Daily Press" Office 131, Fleet Street, E.C.

LONDON Mr. F. Algar, 11, Cloment's Ld. LONDON Mesers. G. Street & Co., La 30, Cornhill, E.C.

ARRIVALS.

Annue, British str., 1,350, J. B. Harris, 8th Sept.—Shanghai 4th September, General-Butterfield & Swire.

COWRIE, British str., 3,055, J. Fallas, 7th Sept -Singapore 1st Sept., Kerosene Oil-Asiatic Petroleum & Co. EMPRESS OF INDIA, British str., 5,940, S.

Robinson, 8th Sopt .- Vancouver, B.C., 17th August, Mails and General-Canadian Pacific Railway Co.

PAUSANG, British str., 1,010, H. Malkin, 8th Sept.-Cheribon and Java 29th August, Sugar-Jardino, Matheson & Co. FOOKSANG, British str., 1,987, T. A. Mitchell, 8th Sept.-Kobe via Moji 3rd September, General-Jurdine, Matheson & Co. HAITAN, British str., 1,185, J. W. Evans, 8th | .

Sept.-Coast Ports 7th Sept., General-Douglas, Lapraik & Co. HANDI, French str., 639, J. Pannier, 8th Sopt. -Haiphong 4th and Heillow 7th Sept., General-A. R. Marty

MATHILDE, German str., 831, Chr. Ulderup, 8th Sept. Haiphong and Hoihow 7th Sept., General and Pigs-Jebsen & Co. Nubia, British str., 7,000, F. J. Fox, 8th Sept.

Yokohama 2nd Sept., General—P. & O.

S. N. Co. TRIGONIA, Dutch str., 1,070, Van Oppen, 7th Sept.-Singapore and Amoy 6th Sept., Keresene Oil-Asiatic Petroleum & Co. YU SHUN, Chinese atr.; 8th Sept .- Canton.

CLEARANCES. AT THE RARBOUR MASTER'S OFFICE. 8th September:

Fukui Maru, Japanese str., for Kobe.. Haitan, British str., for Swatow. Lightning, British str., for Singapore Namsang, British str., for Shangbai. Sambia, German str., for Haiphong. Sungkiang, British str., for Amoy. Trigonia, Dutch str., for Singapore.

DEPARTURES. 8th September. ALESIA. German str., for Shanghai. Amico, German str., for Swatow. ANHUL British str., for Canton. C. DIEBERICHSEN, German str., for Holhow. CHINHUA. British str., for Shanghai. COLOMBO MARU, Jap. str., for Singapore. COWRIE, British str., for Shanghai. HONGKONG, French str., for Haipbong. KAGA MABU, Japanese str., from Moji. MENELAUS, British str , from Shanghai. NANCHANG, British str., for Tsingtau. NORE, British str., for Shenghai. PARHOL, British str., for Swatow. PHRANANG, German str., for Bangkok. YU SHUN, Chinese str., for Shanghai.

SHIPPING REPORTS. The Brit, str. Anhui reports : Strong N.N.E.

The French str. Hanoi reports: Strong breeze in the Tonkin Gulf. The Brit. str. Haitan reports: Had moderate N.E. breeze and cloudy, clear weather.

VESSELS IN DOCK. September 8th.

	100	CODROSTEDES.
TAIKOO DOOR		4 14 2.
Couron .	ut	No. 2 Slip.
Disnettan	at .	Seawall.
Demeter	at ·	Scawall.
Crook	at	Dock.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL: The E. & A. str. Eastern from Sydney, &c., left Manila on the 8th inst., morning, for this The E. & A. str. Aldenham left Sydney on the 31st ultimo for Queensland Ports, Manila

and this port. THE FRENCH MAIL. The M.M. str. Yarra, with the French Mail of the 14th ultimo, and mails from London of the 13th ultimo, will leave Saigon on the 9th inst., at 3 p.m., and is expected to arrive here

on the 12th instant at daylight. THE INDIAN MAIL. The Indo-China str. Laisang from Calcutta and the Straits left Singapore for this port on

the 5th inst. THE AMERICAN MAIL.

The P.M. str. Mongolia is due to arrive at Hongkong on the 12th inst, at noon The T.K.K. str. Tenyo, Maru left Yokohama on the 5th-instant, and is due to arrive

at this port on the 13th instant. The T.K.K. str. Nippon Maru sailed from San Francisco on the 6th inst., for Hongkong. via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on

the 4th prox. MERCHANT STEAMERS. The H.-A. Linie str. Spezia left Kobe via Foochow on the 1st inst, a.m., and may be expected here to-day. The I.G.M. str. Prins Sigismund left Kobe on the 4th inst., at 5 a.m., and may be expected

here to-day a.m. The Mcgul Line str. Pathan sailed from the United Kingdom on the 2nd ultime for Hongkong via Straits. The O.S.K. str. Panama Maru left Tacoma

for this port via Japan and Manila on the 5th ultimo, and is expected to arrive here on or about the 13th instant. The N.Y.K. str. Ceylon Maru (Bombay

Line) left Bombay for this port via Colombo and Singspore on the 26th alt., and is excepted here on the 13th instant The O.S.K. str. Scattle Maru left Tacoma.

Wash., for this port on the 20th ultime, and is expected to arrive here on or about the 27th

PASSENGERS.

Per Anhui, from Shanghai, Messrs A. Robertson, H. Madison and Tait. Per Haitan, from Coast Ports, Mrs and Miss Hance, Misses Carvalho (4), Mrs, Miss and Master Thom, Messrs Thomas, Hargraves and

Per Empress of India, from Vancouver, &c., Mr M. C. Lyde, Miss C. E. Jackson, Mr C. F. Coan, Mr C. T. Durrell, Mrs Durrell, Mr H. Leonard, Miss M. E. Billings, Rev. C. A. Boggess, Mrs Boggess, Miss G. M. Hald, Mr and Mrs Millred, Major F. C. Sanbourne Palner, Mrs J. B. Saunders, Mr P. Tester, Comdr. George Trewby, Eng.-Comdr. F. C. Williams, Paymaster H. G. Wilson, Lt. Albert E. Dixie, Eng. Lt. W. C. Keppel, Lieut. E. L. Wharton, Lt. D. W. S. Douglas, Lt. P. W. S. King, Lt. A. Johnston, Lt. F. P. O. Bridgeman, Asst. Paymaster Robertson, Asst. Paymaster C. K. Lloyd, Mr Patrio Cashman, Lt. Gillespie Ronts. Capt. E. S. Fitzherbert, Mr O. L. L. Williams. Dr. J. B. Saunders, Mr J. F. Sharpe, Mr Weglin, Mr.A.E. Robson, Mr James D. Logan and son, Mr Th. T. Legan, Mr Wm. Hall, Mr D. K. Blair and Mr J. R. Price.

THTE BANK LINE, LIMITED.

高品。在AREA AREA 基础的

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. VANCOUVER.

& SEATTLE

SHANG	HAI, MOJ	II, K	OBE AN	ND Y	OKO	AMAE.
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Steamer.	Tons.	Captain. To Sail on er About.
* SUVERIC * KUMERIC AYMERIC.	6,232 6,232 4,362	F. S. Cowley

Calling at Amoy and Keslung if sufficient inducement offers. · These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS.

Hongkong, 9th September, 1910.

CANADIAN PACIFIC RAILWAY ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between Chins, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokchama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

,	(13)	1		187
	From	Hongk	ong.	
46	TAL PRESENT	INDIA!	BAT.	17th Sept.
44	EMPRESS OF	JAPAN	DAT	Bun Dor.
: 14	EMPRESS OF	CHINA	SAT	SALT OCC
- 44	MONTEAGLE	" Tr	ESDAY,	8th Nov.

From Quebec: FRIDLY, 14th Oct. "ALLAN LINE" "EMPRESS OF IRELAND" FRI., 4th Nov. FRIDAY, 25th Nov. "ALLAN LINE"

QUEEN'S BUILDINGS.

From St. John. N.B. "EMRPESS OF INDIA" SAT., 19th Nov. "EMPRESS OF BRITAIN" FRI., 16th Dec. "EMPRESS OF JAPAN" SAT, 17th Dec. "ALLEN LINE" FRIDAY, 13th Jan.

> Steamships leave HONGKONG at 6 P.M. " Monteagle'

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail and at Sr. JOHN or QUEBEC with the Company's New Palatial "EMPKESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe. The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped

with the Marconi Wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers) and 1st Class Railway First Class rate to London includes cost of Meals and Berth in Sleeping Car while

crossing the American Continent by Canadian Pacific direct Line." R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the. Service of China and Japan Governments. Full particulars of application from Agents. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China. Corner Podder Street and Praya, opposite Blake Pier

STEAM NAVIGATION

PASSENGER HOMEWARD

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

AUSTRALASIA, EGYPT, BRINDISI, &C. Colombo, India, THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave Honokona	Connecting Steamers from Colombo to Marseilles & London	Due Marseilles (Brindisi 2daysearlier)	Due PLYMOUTE (London 1 day later)
Steamer Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAT
DELHI 8000 ARCADIA 7000	February 4 February 18	MANTUA11000 MALWA11000	March 4 March 18	March 10 March 24
ASSAYE 7500	March 4	MACEDONIA 10500 (Through Steamer)	April 1	April 7
MARMORA 10500	March 18 •	calling at BOMBAY)	April 15	April 21
DEVANHA 8000 DELHI 8000	April 15	MOLDAVIA10000 MONGOLIA10000	April 29 May 13	May 5 May 19
ABSAYE 7500 DELTA 8000	April 29 May 13	MOREA11000 MOOLTAN10000	May 27 June 10	June 2 June 16
The second second	•			

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Becking.

FARES TO LONDON (Including Surfax): 1ST SALQON £71.10 SINGLE. £106.14 RETURN. £ 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STHAMERS.		Leave Hongkong	Due LONDON
	Tonnage	about	about
• SUNDA	4700	January 25	March 11
* NITETA	5900	February. 8	March 25
* SYRIA	6660	March 8	April 24
A MADE	6700	March 22	May 8
• PALAWAN	4700	April 5	May 22
+ DODNEO	4600	April 19	June 5
* BORNEO	6700	May 3	June 19
• SICILIA	4600	May 31	July 17
SUMATRA	6700	June 14	July 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES FARES TO LONDON (Including Surtar): 1ST SALOON £55.0 SINGLE. £82.10 RETURN.

£38.10 · ,, Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to-

E. A. HEWETT. SUPERINTENDENT.

IMPERIAL GERMAN MAIL LINES.

TONS STRAMERS TO BAIL. MANILA, ANGAUR, YAP, MAROUN,) "PRINZ SIGISMUND" Sunday, 11th NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE Sept., at 10 A.M. Capt. D. LENZ, 6,000 COBLENZ." About

YOKOHAMA & KOBE 20th September. Capt. H. RAEGENER NAPLES, GENOA, ALGIERS, "BUELOW," 16,900 | Thursday, 21st GIBRALTAR, SOUTHAMPTON Sept., at Noon. Capt. H. FORMES ANTWERP & BREMEN SHANGHAI, NAGASAKI, KOBE) "PRINZ EITEL FRIEDRICH," About Capt. E. MALCHOW, 16,000 21st Sept. and YOKOHAMA

"BORNEO" 5.050 f End of September KUDAT and SANDAKAN Capt. F. SEMBILL · Fitted with wireless Telegraphy New System of Telefunken.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA. Hongkong, 8th September, 1910.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

STRAMERS

"YARRA KOBE On 12th Sept., P.H. Capt. Ristorcell On 13th Sept. "V. DE LA CIOTAT" MARSEILLES VIA PORTS Capt. Barillen 1 P.M. "OCEANIEN" SHANGHAI KOBE 4 On 26th Sept PM Capt. Sellier YOKOHAMA "TOURANE" On 27th Sept., MARSEILLES, VIA PORTS Capt. Lancelin

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

P. THOMAS, AGENT, Queen's Building.

NOTICES TO CONSIGNEES

Hongkong, 31st August, 1910. .

For further Particulars, apply to

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

NOTICE TO CONSIGNEES. FROM BOMBAY AND SINGAPORE.

HE Steamship

MM

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to

be taken delivery of immediately. All Claims must be sent to the Office of the undersigned before Noon, on the 16th inst., or they will not be recognised. All Claims must be presented within ten days

of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst, will be subject

to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 12th inst., at 9.30 A.M. No Fire Insurance has been effected. CARLOWITZ & Co.,

Agents. -Hongkong, 5th September, 1910.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

"DERFFLINGER." having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardons and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained. No claims will be admitted after the Goods have left the Godowns, and all goods remaining date they cannot be recognized. undelivered after the 13th inst. will be subject

to rent. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 13th inst, at 9.30 A.M. All Claims must reach us before the 17th inst., or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned. This Steamer brings Cargo

Ex. 8.8. "DANDOLO" from Venice. Transhipped at Port Said. NORDDEUTSCHER LLOYD, MELCHERS & Co. General Agents Hongkong, 6th September, 1910.

THE BANK LINE, LIMITED. NOTICE TO CONSIGNEES.

STEAMSHIP "SUVERIC."

FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense. · No Fire Insurance will be effected by us in any case whatever. DODWELL & Co., LTD.,

Agents. Hongkong, 30th August, 1910.

NOTICES TO CONSIGNEES

TO SAIL

FROM EUROPE.

THE H.A.L. Steamship

" ALESIA." Captain Habel, having arrived, Consignees of Cargo are hereby informed that goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of Lading countersigned by the Undersigned. Optional Cargo will be carried on unless

notice to the contrary be given To-DAY. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject All broken, chafed, and damaged Goods must

be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M. No Fire Insurance will be effected by us in any case whatever. This Steamer brings on Cargo Ex s.s. "Göteborg" from Göteborg.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 5th September, 1910. AMERICAN & MANCHURIAN LINE:

NOTICE TO CONSIGNEES. FROM NEW YORK.

HE Steamship

"BLOEMFONTEIN."

Captain Patterson, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloop, and stored at Consignees' risk and

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 12th instant, at 2.30 P.M. All Claims must be presented within fifteen days of the Steamer's arrival here, after which No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 12th inst. will be subject No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 5th September, 1910. "GLEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, HULL,

LONDON AND SINGAPORE.

HE Steamship

"GLENSTRAE," Capt. F. Jones, having arrived from the above Ports, Consigness of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 12th inst., at 2.30 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which

date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent. No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 6th September, 1910.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA

(Taking Cargo on Through Bills of Lading to Rangoon, Madras and Mauritius.)

THE Steamship

"LIGHTNING," Captain E. P. Smith, will be despatched for the above Ports TO-DAY, the 9th inst. at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., I.TD. Hongkong, 7th September, 1910.

REGULAR STEAMSHIP SERVICE: (WITH LIBERTY TO CALL AT MALABAR COAST).

FOR BOSTON AND NEW YORK. S.S. SAINT PATRICK" About 10th Sept. For Freight and further information, apply DODWELL & Co., LTD.,

PROPOSED SAILINGS FROM HONGKONG.

Hongkong, 5th September, 1910. SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI SEDE IN ROMA.

STEAM FOR BOMBAY, FIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSIEA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITER BANKAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to Pensian GULF and BAGDAD, also BARCELONA

VALENZA, ALICANTE, ALMERIA and MALAGA. THE Steamship

Captain Moresco, will be despatched as above on TUESDAY, the 13th Sept., at Noon. For further particulars regarding Freight. and Passage, apply to

CARLOWITZ & Co., Hongkong, 9th September, 1910.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON THEOUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINUETAL, AMERICAN AND BOUTH AFRICAN PORTS. THE Steamship

"DELTA, Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 17th September, 1910, at Noon, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MOOLTAN," 9,621 tons, from Colombo, passengers' accommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France and Tes. for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "PEESIA," due in London on the 15th October, 1910.

Parcels will be received at this Office until P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to E. A. HEWETT. Superintendent.

Hongkong, 5th September, 1910. LINE OF STEAMERS, LTD. FOR MARSEILLES, LONDON AND

ANTWERP. THE Steamship

"CARNARYONSHIRE. Captain Gregory, will be despatched as above on or about the 17th September. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 31st August, 1910.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZIIS

to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and ADRIATIC PORTS). THE Company's Steamship

"VORWAERTS." Captain Bednarz, will be despatched as above on THURSDAY, the 29th Sept. This Steamer has capital accommodation for passengers, electric light, electric fan in all cabins, and carries a doctor. For information as to Passage and Freight

SANDER, WIELER & Co., Agents. Princes Buildings. Hongkong, 31st August, 1910.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE.

/HE Company's Steamship

"NAMSANG." having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M. on the 7th inst. will be landed at Consignees' risk and expense. No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD. General Managers Hongkong, 6th September, 1910.

STEAM NAVIGATION COMPANY.

FOR	OTHAMES ,	TO BAIL HEMARKS
LONDON and ANTWER TIA SING PORE, PEANG COLOMBO, Po	Capt. J. F. Fox	About 10th Freight and Sept. Passage.
BHANGHAI	DELHI Gordon, B.N.) About 15th Freight and Passage.
OP CALL POI	Capt. B. W. H. Snow	Noon, 17th } See Special Bept. } Advertisement.
SHANGHAI, MOJI, KOE	PALAWAN	B. About 22nd Freight and Passage,
For further Partic	pulars, apply to	

E. A. HEWETT,

Hongkong, 9th September, 1910. - .

STEAMERS. ... On 9th Sept., 4 P.M. ILOILO & CEBU VIA AMOY "SUNGKIANG" BWATOW, CHEFOO & TIENTSIN "HUICHOW" ... On 10th Sept. 4 P.M. BHANGHAI
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL." AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand on I

Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGRAI LINE FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtese and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY, Morning sailings. A Co,'s launch leaves Murray Pier at 10 O'clock every SATURDAY These Steamers Land Passengers in Shanghai, avoiding the inconvenience of

transhipment at Woosung. FARE, \$45 SINGLE and \$80 RETURN. For Freight or Passage apply to-

Hongkong, 9th September, 1910

TELEPHONE 36. BUTTERFIELD & SWIRE, AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

I IGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

AMOY AND FOOCHOW SWATOW.

AND RETURN. Occupying 9 to 10 Days). CAPTAIN STRAMBHIPS.

Capt. J. W. Evans HAITAN" Capt. A. E. Hodgins "HAIYANG"

FRIDAY, 9th Sept., at 10 A.M. TUESDAY, 13th Sept., at 10 A.M.

LEAVING.

FOR SWATOW AND RETURN.

(Occupying 3 Days). Capt. W. C. Passmore ... | SUNDAY, 11th Sept., at 11 A.M. " HAICHING " Capt. A. H. Stewart ... THURSDAY, 15th Sept., at 10 A.M. "HAIMUN" Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to-DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 9th Beptember, 1910.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, DANGKOK & SHANGHAL.

RUSSIAN EAST ASIATIC CO., LD., CHEAPEST

ST. PETERSBURG & VLADIVOSTOCK.

SAILINGS FROM HONGKONG. PROJECTED

SUBJECT TO ALTERATION.

STEAMERS. DATE OF SAILING. DESTINATION "TRANQUEBAR" Oh 10th Sept. SHANGHAI, YOKOHAMA and KOBE HAVRE and COPENPAGEN ... "YEDDO" On 10th Sept.

For Further Particulars apply to Hengkong, 5th September, 1910.

MELCHERS & CO., AGENTS.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) **SHANGHAI, KOBE & MOJI..... "NAMSANG"... Friday, 9th Sept., Noon,

**MANILA

**HANGHAI VIA NINGPO "HANGSANG"... Tuesday, 13th Sept., D'light. SINGAPORE, PENANG & CALCUTTA" FOOKSANG". Wed'day, 14th Sept., Noon.

• TIENTSIN "CHEONGSHING"Thursday,15th Sept., Noon. MANILA ... "LOONGSANG" Friday, 16th Sept., 4 P.M. RETURN TOURS TO JAPAN. OCCUPYING 24 DAYS.

The Steamers "Kutsang," Namsang " and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yangteze Ports, Chefoo, Tientsin & Newchwang Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hoagkong, 8th September, 1910. GENERAL MANAGER

HAMBURG-AMERIKA

Rogular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

FELAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genes, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD:	HOMEWARD. FOR HAVRE, BREMEN & HAMBURG: S.S. SPEZIA 9th Sept.
FOR SHINGHAY, KOER & YOKOHAA: S.S. C. FERD. LAEISZ 27th Sept. S.S. ARMENIA 6th Oct. S.S. SENEGAMBIA 21st Oct.	FOR HAVRE, HAMBURG & ANTWERP: S.S. LIBERIA 14th Sept. FOR HAVRE, ROTTERDAM, HAMBURG ANTWERP: S.S. BADENIA 2nd Oct. FOR MARSHILLES, HAVRE & HAMBURG:
8.8. SILESIA 4th Nov. 8.8. SUEVIA 16th Nov. 8.8. ARABIA 30th Nov 8.8. SCANDIA 15th Doc.	S.S. AMBRIA 4th Oct. FOR HAVEE & HAMBURG: S.S. ALESIA 11th Oct. FOR MARSEILLES, HAVEE & HAMBURG: S.S. C. FRED. LAEISZ 23rd Oct.

Further Particulars, apply to-

HAMBURG-AMERIKA LINIE,

Hongkong, 7th September, 1910.

Hongkong Office.

SOUTH AMERICAN

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. BUYO MARU 10.500 tons gross Sail Oct. 22nd, at Noon. S.S. HONGKONG MARU S.S. KIYO MARU 17,200 About Mid. Feb.,1911

For particulars apply to Hongkong, 1st September, 1910:

N. YAMADA, Acting Manager. TOYO KISEN KAISHA. King's Building.

MPPONYUSENKAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PORE.

SAID

COLOMBO

PROJECTED SAILINGS FROM HONGKUNG-SUBJECT TO ALTERATION.

DESTINATIONS.

SAILING DATES.

WED'DAY, 14th MIYAZAKI Sept, at Daylight Capt. T. Murai, MARSEILLES, LONDON and WED'DAY, 28th KITANO MARU ANTWERP, via SINGA-Sept., at Daylight PENANG Capt. F. E. Cope, 9.000 and PORT IYO MARU WED'DAY, 12th

Capt. R. Takeda, 7,000 Cot., at Daylight. VICTORIA B.C. & SEATTLE | KAMAKURA MARU ISATURDAY, 8th

Oct., from Kobs. TUESDAY, 13th VICTORIA, B.C. and | SEATILE, via KEELUNG. S AWA MARU Sept., at 4 P.M. Capt. S. Ishikawa, SHANGHAI, MOJI, KOBE, { INABA MARU TUESDAY, 11th YOKKAICHI, SHIMIZU and Oct., at Noon. Capt. K. Kawara YOKOHAMA ... SYDNEY and MELHOURNE, FRIDAY, 30th YAWATA MARU Sept, at Woon. via MANILA, THURSDAY Capt. T. Sekine, NIKKO MARU ISLAND, TOWNSVILLE FRIDAY, 28th Oct., at Noon. 6,000

and BRISBANE Capt. M. Yagi, WED'DAY, 14th and I CEYLON MARU SHANGHAI, MOJI September. KOBE ... Capt. Fred. Pyne. 6.000 HIRANO MARU-THURSDAY, 15th KOBE and YOKOHAMA ... Sept., at 5 P.M. Capt. H. Fraser,

TOSA MARU FRIDAY, 23rd SINGAPORE, COLOMBO September. and BOMBAY ... Capt. Y. Nomura, WED'DAY 28th NIKKO MARU NAGASAKI, KOBE and Sept., at Noon. Capt. M. Yagi, YOKOHAMA ...

Omitting Keelung and Shimidru. = Calling at Saigon. Fitted with New System of Wireless Telegraphy. ‡ Cargo only. * Carries Deck Passengers.

SUMMER BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nn CLASS) AVAILABLE FOR 3 MONTHS. Yokohama Retarn. Kobe Return. Moji Return. Nagasaki Return.

\$110 \$100 **\$90** 1st CLASS \$80 \$70 \$ 60 **\$50**

With Option of rail between Calling Ports in Japan. Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail, For further information as to Freight, Passage, Sailings, &c., apply at to

Hongkong, 7th September, 1910

KUSUMOTO,

MANAGER. [13-125



CHINA

COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI		R. Rodger	Manila Manila	On 10th Sept., Noon. On 17th Sept., Noon.
For Freight of Hongkong, 5th	r Passage app September, 19	oly to		EWAN, TOMES & Co.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STHAMER	Prox	ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG TJIMAHI	JAVA JAVA	First half of Bept. Second half of	SHANGHAI	Second half of Sept.
TJILATJAP.	JAPAN JAVA	Sept. Second half of Sept. First half of	JAPAN JAVA SHANGHAI	Sept. Second half of Sept. First half of
TJIPANAS TJIBODAS	JAVA JAVA	Second half of Oct. Second half of Oct.	JAPAN SHANGHAI	Second half of Oct. Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Salcon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Hongkong, 7th September, 1910. Telephone No. 375.

KAISHA. SHOSEN

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico. Central and South America.

POB	STEAMERS	(Gross reg.)	LMAVES.
VICTORIA, B.C. & TACOMA	41	6,059	WED'DAY, 21st Sept., at Noon
YOROHAMA	"SEATTLE MARTI"	6,182	WED'DAY, 51.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMUSA SERVICE POR LEAVES. STEAMERS. SUNDAY, 11th Sept., TAMBUI VIA SWATOW, "JOSHIN MARU" Capt. H. MURAYAMA & AMOY

"SOSHU MARU" ANPING YIA SWATOW WED'DAY, 14th Sept, · & AMOY Capt. Y. YAMAMOTO at Noon. "BUJUN MARU' SHANGHAI VIA SWATOW, THURSDAY, 15th Sept.,

· AMOY & FOOCHOW Capt. Y. FUSENO Bt NOON. Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910. CHEAPEST THROUGH PASSAGE to NANKING, in connection with The NISSHIN KISEN KAISHA'S Steamers at Shanghai, for The NANKING EXPOSITION.

> HONGKONG-NANKING. RETURN. 2ND CLASS. 1ST CLASS. 3RD CLASS. \$55.00 \$27.00. \$73.00

1st and 2ad Class Passengers have the option of travelling by Rail between Shanghai and Nanking. Fair Speed, Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings,-

T. ARIMA. MANAGER

at 10 A.M.

THOS. COOK & SON TOURIST, STEAMSHIP & FORWARDING AGENTS. BANKERS &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY. TOURS arranged to ALL PARTL of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONEYS exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBI-TION OF 1910.

Head Office for the Far East :-16, DES VŒUX ROAD. HONGKONG.

Japan Office. 32, WATER STREET, YOKOHAMA.

O. B. ICE

Made from distilled water only. filtration. Absolute purity assured. Plant open MANILA to inspection at all times.

BREWERY

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VOUX ROAD.

HUGO C. A. FROMM.

HONGKONG: 4, QUEEN'S BUILDING, TOP FLOOR. TELEPHONE 960.

JUST NOW FOR SALE:

5 FIELD FORGES, COLLECTION IMITATION JEWELLERY,

AND SOME OTHER SMALL CONSIGNMENTS.

PLEASE APPLY TO MY OFFICE.

POST OFFICE NOTICE

Only fully propaid Route to EUROPE.	letters	and	postcards are	transmissible	by	the SIBER	LAN
Route to EUROPE.				-	<u></u>		
The Change with the	liberian p	nail. i	s due to arrive a	t Hongkong on	Sur	day, the 11th	inst.

The Yarra, with the French mail of the 12th August, leaves Saigon on Friday, the 9th inst., at 3 a.m., and may be expected here on or about Monday, the 12th inst.

	where we want to be a series of the series o	Haitan	Friday, 9th, 9.00 AM H	Ŀ
;	Swatow, Amoy and Foochow	Charles	Friday, 9th, 9.00 A M H	
	Haifond	Daniel III		
	Shanghai, Kobe and Moji	Namsang	Friday, 9th, 11.03 A M B	L
	STREETAN MAIL TO EURUPE	Tichtmines .	Friday. 9th, 11.00 A M E	Ĭ
	Singapore, Penang and Calculta	The section is a second of the	Friday. 9th, 11.00 A M H	
,	Sonrabaya	White Par Continued in the sale of the bar.	Friday, 9th, 1.15 P M I	
	Magga	Sui Tai	Friday, 9th, 3.00 P M I	_
	Manila	Kuensang	Friday. 9th, 3.00 P M	
	Amore Heile and Cobii	Sungkiang	Friday, 9th, 3.00 P M	
	Kobe	Fuhui Maru		'
	Heihow and Port Courbet	Holstein	Friday, 9th, 5.00 P M	
,	Monton and a second		201 1 200	
1,	Manila		Saturday, 10th, 11.00 A M	
	Minning.	Sui Tai	Saturday, 10th, I.15 P M	
v		Huichow		ř
		Pongtong	Saturday, 10th, 5.00 P m	ĺ
	PARTON' DIRRELOTO BELL THE	Onsang	Saturday, 10th, 5.00 P M	
	Hongay	101	Saturday, 10th,	
1-1			Registration 4.15 P M	
			(Registration, with late	
	SIBERIAN MAIL TO EUROPE	Anhui	fee of 10 cents up to	
	SIBERIAN MAIL TO EUROPE J		5.00 P M)	1
			Letters 5.00 P M	•
			64.0	
	Manila, Augaur, Yap, Friedrich Wilhelm-	•		
	shafen, Rabaul, Herbertshohe, Matupi,	7	Sunday, 11th, 9.00 A M	4
	TOTAL CONTRACT HONORE, LIBRALOSSOCIA, C.	Prina Bigismung	Children, 11th, No. 11 m	•
	New Zealand, Dunedin, Melbourne,			
	Adelaide. Perth and Fremantle	4	Sunday, 11th, 9.00 A M	
	Pakhoi and Haiphong		100	•
	Swatow	Hoiching	Sunday, 11th, 9.00 A M	
	Singapore, Penang and Bombay	Capri	Monday, 12th, 11.00 A M	
,	Ningpo and Shaughai	Hangsang	Monday, 12th, 5.00 P M	ij.
	Smatow Amov and Ecochew	Haiyang		14
	Swatow, Amoy and Foochow		Tuesday, 13th,	
			Printed Matter and Sam-	
		1	ples10.00 A M	
-	EUROPE, &C., INDIA VIA TUTICORIN		Registration 10.00 A M	
	(Late Letters 11.00 A.M. to NOON. Extra		(Registration, with late	
	Postore III cents)	Ville de la Ciotat		
a	Letters posted in all the Pillar Boxes in	TEGO IN IN COURSE	10.45 A -M.)	
	time for the first clearance will be		Registration, Kowloon	
	included in this contract mail.		B.O 10.00 A M	ŀ
	Indianed in ente contract	the state of the	No late fee.	l
			Letters 11.00 A M	Í
		Manharm	Wodnesday, 14th; 11:00 A M	
	Bingapore, Penang and Calcutta	Fooksang	Thursday, 15th, 9.00 A M	
	Swatow A	Haimun	Thornton, 15th, 11.00 A M	İ
	Tientsiu		Friday, 16th, 3.00 P M	1
	Manile	Loong ng -	Friday, 16th, 3.00 P M	1

Wednesday, 21st,

Registration

No late fee

Saturday, 17th, 5.00 P M

Printed Matter, and Sam-

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... 10.00 A M

Kowloon

... 10.00 A M

... 11.00 A M

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KEELUNG YOKKAI	CHI, YO	HAI, NA	HONOLI	Kobe,	Mong	olia
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Townsville, Brisbane, Sydney, House,
Lauraceton New Zeeland, Melbourne,
Adalaida Dunadian, Perth and Premunite /
Engage Jo. India via Titucoria
(Late Letters 11.00 to NOON Elite
Postage 10 cents.)
(Supplementary mail on board up to the
time fixed for doparture of the mail.
Extra Postage 10 cents.)

	The P	arnel n	nail	will be c	ot mail	n Friday,
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(Letters posted in all the Pillar Boxes

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ELECTRIC

St. Albans

Empress of India

Rygja

Buelow ...

HOUSEHOLD. EVERY INDISPENSABLE TO

THE AMAH THE MASTER THE MISTRESS can do all other ironing in can iron his own can iron her own delicate helf the time and without grumbling.

The only CLEAN method of Ironing. The only HEALTHY method of Ironing. The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fires. HEALTHY because you dispense with the necessary for stilling fires, and in the height of summer ironing can be carried on in Perspect Comport without inhaling the polachous fumes given off by gas or charcoal Irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

14, DES VœUX ROAD CENTRAL, HONGKONG.

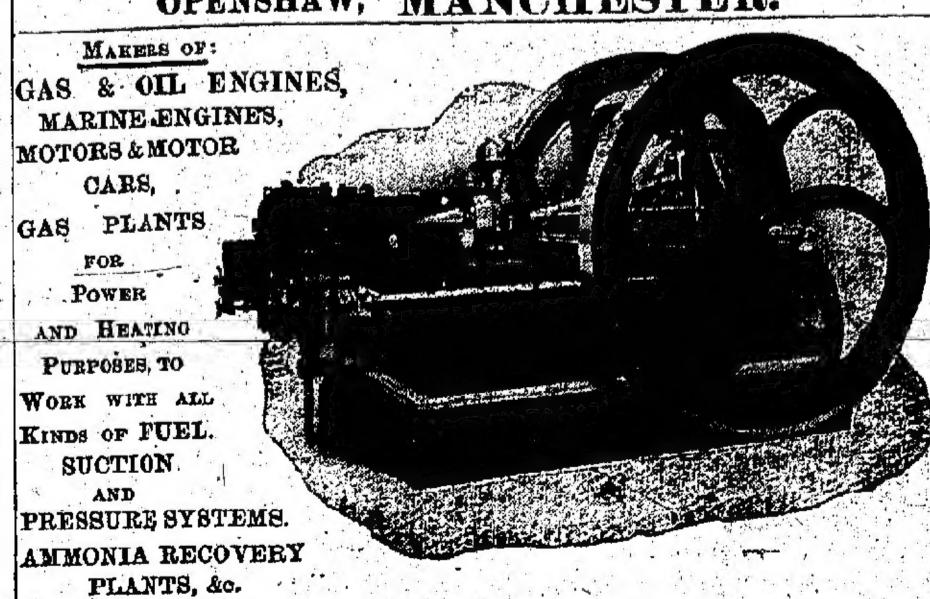
WILLIAM C. JACK & CO., LTD., Electrical Engineers,

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 8TH, 1910.

	STOCKS.		NO. OF JUARES.	VALUE.	AID UP. C	Lobing Quota- Tions Cash.	
IS,	BANKS.		120,000	\$125	all	(\$930, buyers	
	Hongkong & Shanghai Bank National Bank of China, Lin		99,925	£7		£88, x. div. 376, buyers	
ATION	Bell's Asbestos Eastern Agency,		8,604	12/6		8, sellers	
	China Borneo Company, Limite		60,000 50,000	\$12 \$10	\$12 \$10	81, sal. & buy.	L
	China Light and Power Compan	y, Limited,	50,000	- \$1	31	{81.40.	
nments.	China Provident, Lean & Mortga COTTON MILLS,—	ge Co., Ld	200,000	\$10		23, buyers	I-N
	Ewo Cotton Spin's. & Wes	ving Co., Ld.	20,000	Tla. 50		Tls. 110. \$5.	-
[43-1	Hongkong Cotton Spinning International Cotton Manu	fing Co. Ld.	10,000	Tls. 75 Tls. 100	Tls. 75	Tls. 57½. Tls. 70.	
	Laou-Kung-Mow C. Spin.& Soy Chee Cotton Spirning	Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.	
	Traine Farm Company, Limited		40,000	S73	\$6	S19, bayers	1
ble by the SIBERIAN	DOCES AND WHARVES.	& G. Co., Ld.	60,000	\$50 \$5.1	all ali	\$53, buyers \$504	9,15
and the same of th	Hongkong and Whampoa New Amoy Dock Co., Lin	Dock Co., Ld.	10,000	\$62	86%	S9. sellers	
on Sunday, the 11th inst. Saigon on Friday, the 9th	Shanghai Dock and Engine Shanghai and Mongkew W	eering Co., Ld	55,700 36,000	Tls, 100 Tls, 100	Tls. 100 Tls. 100	Tis. 116, x, div.	
h inst.	Benwick & Co., Limited		18,000	\$25	\$25	\$9, sellers	1
DATE.	Green Island Coment Co., Limi	ited	100,000	\$10	\$10	\$5, sellers	
Friday, 9th, 9.00 A M	Hongkong and China Gas Co.	Limited	7,000 60,000	£10	all \$10	\$205. \$20, buyers	
Friday, 9th, 9.00 A M Friday, 9th, 11.03 A M	Hongkong Electric Co., Limit Hongkong Hotel Company, Li		12,000 8,000	\$50 }	\$50 \$25	\$104, sellers \$82, sellers	
Friday, 9th, 11.00 A M	Hongkong Ice Company, Limi	ted	5,000	\$25 810	all all	\$135. \$21, sellers	30
Friday, 9th, 11.00 A M Friday, 9th, 1.15 P M	Hongkong Rope Manufacturio H'konga South Chica Steam Fi	g Co. Limited	60.000 15,000		1	87.	*
Friday, 9th, 3.00 P M Friday, 9th, 3.00 P M	INSURANCES.		10,000	\$250		\$180, sal. & buy	
Friday, 9th, 3.00 P M	. China Fire Insurance Co	., Limited	20,000 24,000	\$100			
Friday, 9th, 5.00 P m	China Traders Insurance Hongkong Fire Insurance	e Co., Limited	8,000 10,000	≱250	\$50	8355, buyers Tla. 115, buyer	
Saturday, 10th, 11.00 A M. Saturday, 10th, 1.15 P M.	Union Insurance Society.	Limited	12,400	\$250	\$100	\$825, sellers	
Saturday, 10th, 3.00 P m Saturday, 10th, 5.00 P m	Yangtezo Insurance Assoc	ciation, Limited	12,000	\$TO0	1 1		
Saturday, 10th, 5.00 P M		Agency Co., Ld.	50,000 150,00	g10	\$100 all	\$8, sales	
Saturday, 10th, Registration 4.15 P M	Kowleon Land and Build	ing Co., Ld	6,000 78,000	\$50	\$30		
(Registration, with late fee of 10 cents up to	West Point Building Co.	Limited	12,50		\$50	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	
5.00 P M) Letters 5.00 P M	MINING.— SociétéFrançaise des Char	b'ges du Tonkin	16,00	Fcs. 250	gli ell	\$720.	
	Reub Australian Gold M	iningCo, Ld	200,00 25,00	O £		\$14, sellers	
Sunday, 11th, 9.00 A 2			50,00	0 31	31 [\$13, sellers	1
9-1 1145 000	Philippine Co., Limited RHFINERIES.—	444 444 444	75,00		0.0	\$160, sellers	
Sunday, 11th, 9.00 A 1 Sunday, 11th, 9.00 A 1	China Sugar Refining C	o. Limited	20,00 7,00	0 \$10 0 \$10			
Monday, 12th, 11.00 A B Monday, 12th, 5.00 P B	Robinson Piano Co., Limited	,	4,00		0 \$50	0 \$50, sellers	
Tuesday, 13th, 9.00 A 1 Tuesday, 13th,	STEAMSHIP COMPANIES.— Chins and Manils Steam		30,00	0 \$2			
Printed Matter and Samples	1) Ouglas Steamship Co.,	Limited	20.00	0 25		5 \$32, buyers	
Registration 10.00 A (Registration, with lat	Marie 1 198		60,000 pre 60,000 de:	1. 2 0	5 all	60, {L'do:	4
fee of 10 cents, up t			2,000,00	0 2	and the self-	1 86/	* .
10.45 A &.) Registration, Kowloo			10,00	0 81	0 8	5 2 2, sellers	2
B.O 10.00 A	Steam Laundry Company.	Limited	20.00	00 \$2 00 \$		5 252, sales	
Wednesday, 14th, 11.00 A	M STORES AND DISPENSARIES	3, -	1.00		O all		
Thursday, 15th, 9.00 A : Thursday, 15th, 11.00 A	Wm. Powell, Limited	444 444 444	15,00	30	7 3		1
Friday. 16th. 3.00 P	M A S Wetson & Co., Li	mited	90,0	00 31	0 81	O \$12, buyers	
Saturday, 17th, Printed Matter and Sam	Weissmann, Limited United Asbestos Oriental Ag		9.900 ord	y. 81		4 \$111, sellers	,.
ples. 9.00 A 1 Registration 9.00 A 1	Union Waterboat Co., Limi		100 ide 50,0	00 81	o si		4
(Registration with la fee of 10 cents up t	RUBBERS.— Allapars			00 2	/- all	6/-	
9.30 A.M.) Registration, Kewloo	Angle Malays	*** *** **** ****	1,500,0	00 2	all all	\$14½ (Sts.)	
B. O 9.00 A No late fee.	Batu Tigas	*** *** ***	70,0	00 i - £	1 all	63/5	
Letters 10.00 A			. 30,0	00 4	1 all	Annual Control of the	,
Saturday, 17th, 10.00 A	M Eastern and Internation	nal	250,0	00	10	/. 21/3 prem.	, 1
	Highlands and Lowland Kamunings	ls	1,825,0	00 2		6/3 prem.	
Printed Matter and San	n. Kunla Lumpur		180,0	00 3	2/- 1		
ples 10.00 A	M Ledbury's		100,0	00	el al	1 55-	7.0,
(Registration, with la	London Asiatics		1,266,0	00	2/- al		
10.45 A.M.	Merlemans	- 111 111 12	1 7500	000 2	2/- al		***
Registration, Kowlo B.O. 10.00 A	M Pegohs Sandycrofts	- 100 - 100	50,0		\$2 . a	1 \$31, x, div. (8	tr.)
No late fee. Letters 11,00 A	Maria and and		100,0	000	E1 al	1 726	
Baturday, 17th, Registration, Kowlo	Singapore and Johores		125,0	000	\$2 al	1 \$14 (Str.) 1 13 -	
B.O 3.00 P Printed Matter and Sa	M Sungei-Kapars		.0 90.0	000	2/- a 2/- a £1 a		
ples 4,00 P	M	1-					<u>. </u>
Registration 3.00 P (Registration, with b	Loans.	Amount	. Valu		terest.	Quotation.	-
fee of 10 cents up 4.00 P.M.	Chinese Imperiat 1880	Tls. 767,2	200 Tis. 2	50 7%]	P. ADDUM RMYTH.	Par. Share Brokers.	
Letters 5.00 P	DI I		V [6]	MACIA &	SHE A L III,	and o pri (nois)	

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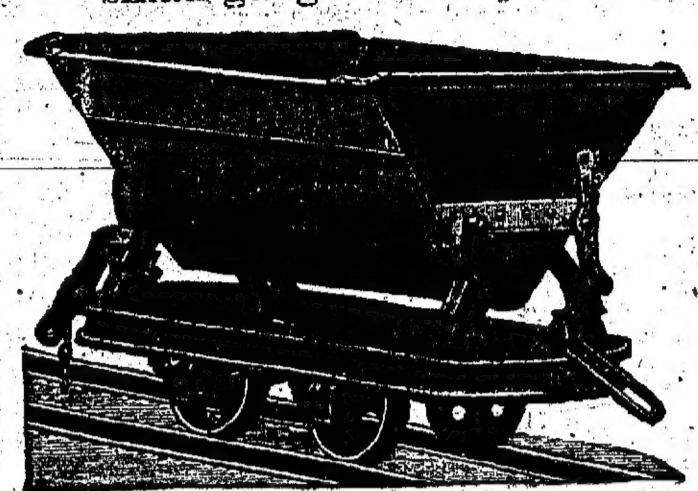
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Hongkong and Canton.

9 P.M. - Warwick Major's Comedy Co., at Theatre Royal-" You Never Can Tell Quotations are: --\$1,900/1,950 per picul. Malwa New ... FORTHCOMING EVENTS. Saturday, 10th Sept.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., Persian fine quality 12.30 P.M. Persian extra fine. Saturday, 17th Sept .- Eighteenth Half-Yearly Patna New Drawing of Sixty-five Debentures Hongkeng Chub, 11 A.M. Saturday, 17th Sept.-Ninth Ordinary Annual

Meeting of China Light and Power Co

EXCHANGE

CLOSING QUOTATIONS.

Bank Bills, at 4 months' sight ... 1/914

Credits, at 4 months' sight 1 92

Documentary Bills 4 months' sight 1/10

Bank Bills, on demand226

Credits, at 4 months' sight230

Credits, at 60 days' sight448

Bank, at night74

ON MANILA:-On demand-Pesos-874

ON SINGAPORE :- On demand 762

ON SAZdon :- On demand......1

SOVEREIGNS, Bank's Buying Rate ... 311.15

GOLD LEAP, 100 fine, per tael\$58.30

BAR SHVER, per oz.248

ON BATAVIA :- On demand1078

ON HAIPHONG :- On demand 14 / pm.

BUBBIDIARY COINS.

.....20 cents pieces\$4.88 discount

Bank Bills, at 30 days' sight 1/9 &

September Stir.

Ltd., Noon.

On London:-

JN PARIS :--

ON GERMANY:

ON NEW YORK :-

ON CALCUTTA :-

ON SHANGHAL:

Hongkong .

Hongkong ...10

ON BOMBAY:

Tuesday, 20th Sept - Extraordinary General STEAMERS PASSED THE CANAL. Meeting of Hongkong Club, 5.15 P.M. Aug. 26th-C. Ferd. Laciss, Hudson, Nippon, Saturday, 24th Sept.—Ordinary General Meeting of Douglas Steamship Co., Ltd., Noon. Palawan, Sithonia, Amiral Exelmans, Indradeo. 30th—Benalder, Prins Eitel Friedrich, Somali Soyo Maru, Wyneric. September 2nd-Benledi, Brasilia, China, Kaga Maru, Keemun, Kleist, Machaon, Moyune, Oceanien, Peshawur, Tango Maru, Pacifique. 6th-Hyson, Monmouthshire, COMMERCIAL.

Theseus, Armenia.

ARRIVALS AT HOME. September 6th-Alcinous, Inverslyde.

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